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CITY OF DAVIS
GENERAL PLAN

May 2001



PLANNING AND BUILDING DEPARTMENT
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CITY OF DAVIS
GENERAL PLAN UPDATE
 Adopted May 2001

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ERRATA
AS OF JANUARY 1, 2002

The following is a list of errors in the General Plan document printed pursuant to the plan adoption in May, 2001. All of the corrected replacement pages are attached unless noted otherwise.

Page	Chapter	Summary of Error / Correction
71	1, Land Use and Growth Management	Correct density numbers
74-76	1, Land Use and Growth Management	Add missing letter A in policy numbers and re-letter categories
80	1, Land Use and Growth Management	Change "sexes" to "sizes" in sixth sentence from bottom.
115	2, Mobility	Correct typos in Action 1.11
123	2, Mobility	Correct proposed condition lanes and footnote 7 in Table 8
151	3, Urban Design and Neighborhood Preservation	Add "and Community Forest Management" to title
165	4, Housing	Change "Community Development" to "Planning and Building"
274-277	13, Diversity	Change the date in the heading from "November 1999" to "May 2001" in this chapter . Note: Replacement pages are not attached for this correction.

O/bwolcott/general plan/errata 1/1/02

A. Residential

Intent: This category is intended to allow for residential development emphasizing compact clustered development in new areas and infill in existing neighborhoods, together with a mixture of local-serving retail and institutional uses, to meet housing demands, reduce pressure for peripheral growth and facilitate transit and bicycle/pedestrian travel.

Allowable Uses and Densities:

1. A mix of all types of housing, including single-family, mobile homes, split lots, and multi-family units. Allowed densities shall be as follows:
 - Low Density: 3.00 to 5.99 units per gross acre.
 - Medium Density: 6.00 to 13.99 units per gross acre.
 - High Density: 14.00 to 25.00 units per gross acre.
 - The maximum allowable “pre-bonus” density would be 4.79 units per gross acre in the low density category; 11.20 in the medium density category, and 20.00 in the high density category.
 - The maximum allowable “post-bonus” densities would be 5.99 in the low-density category, 13.99 in the medium density category, and 25.00 in the high density category (assuming a 25% density bonus).
 - The minimum “pre-bonus” density would be 2.40 units per gross acre in the low-density category. The minimum “post-bonus” density would be 3.00 units per gross acre in the low-density category.

The maximum allowable density in the core area shall be retained as provided in the Core Area Specific Plan.

2. Make provision for home occupations, offices, retail shops, public buildings, public facilities, cemeteries and wells, provided they are compatible with surrounding residential development (in terms of traffic generation, parking requirements, design and similar neighborhood issues) and consistent with specific zoning.

Policies

Policy LU A.1 In infill projects, respect setback requirements, preserve existing greenbelts and greenstreets, and respect existing uses and privacy on adjacent parcels.

Policy LU A.2 A minimum of 50% of future residential lots (exclusive of any required affordable or multifamily lots) within a new residential development of 50 single-family lots or more shall be designated as “diverse architecture lots” (DAL). These lots shall be designated as part of the project zoning and on the tentative and final maps. Houses built on DAL lots may not be of the same stock plan nor have a floor plan and front elevation substantially similar to any other house within the same final map area.

All residential lots not designated as DALs, including any required single-family affordable housing lots and lots within new developments of 50 units or less, shall comply with the City’s new site design standards, to be developed under Action UD 5.1e.

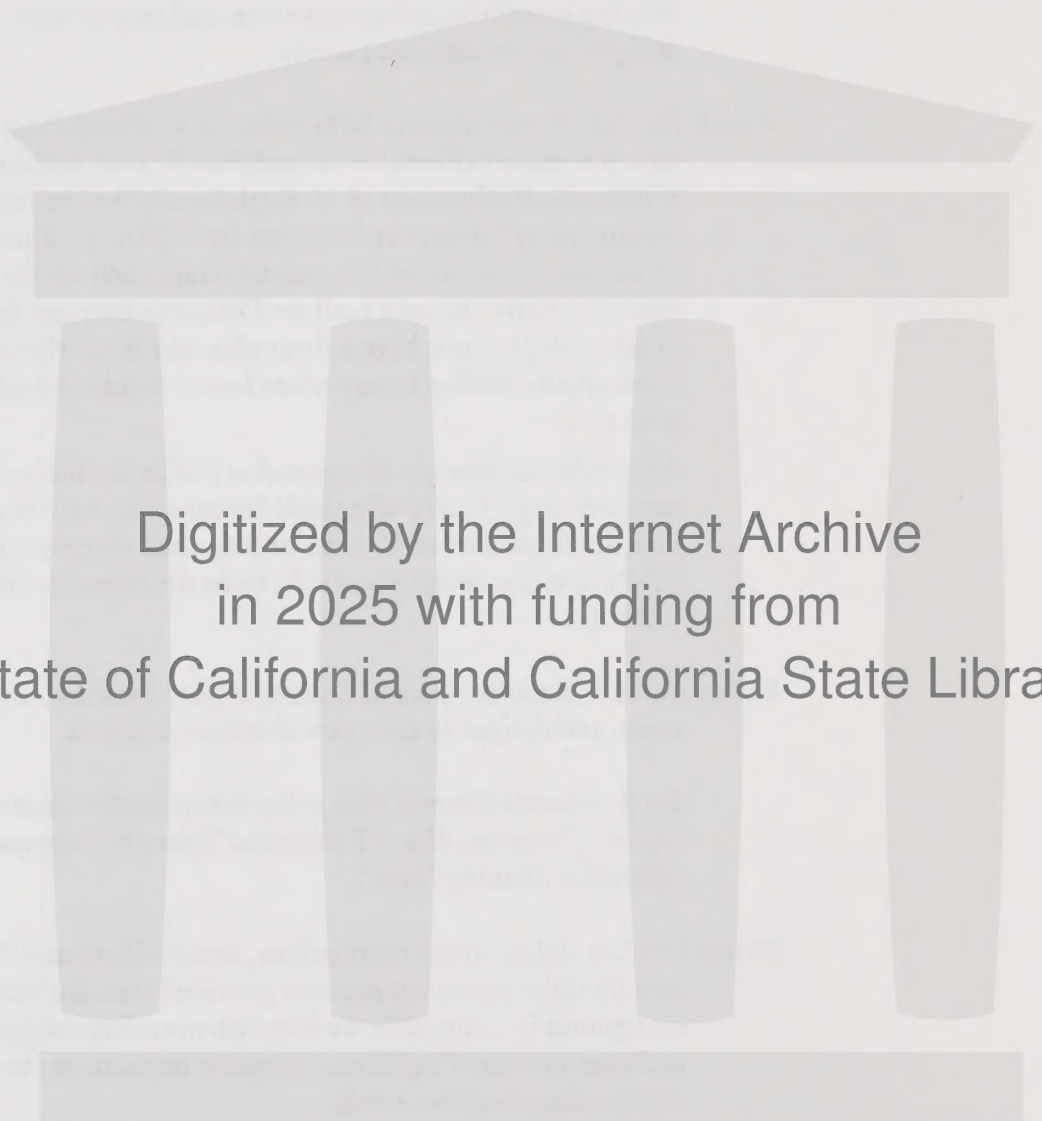
Policy LU A.3 Require a mix of housing types, densities, prices and rents, and designs in each new development area.

See the separate General Plan policy interpretation document titled “Ratio of Housing, Mix of Residential Types and Integration of Affordable Housing Units”.

Policy LU A.4 Allow home occupations, home offices and live/work uses by right where appropriate provided that the home occupation is compatible with the surrounding neighborhoods and does not cause significant negative impacts on the surrounding neighborhoods.

Policy LU A.5 Require neighborhood greenbelts in all new residential development areas. Require that a minimum of 10 percent of newly-developing residential land be designated for use as open space primarily for neighborhood greenbelts.

See the separate General Plan policy interpretation document titled “Residential Density Yields and Neighborhood Greenbelts”.



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Policy LU A.6 A maximum of three acres of commercial uses may be permitted within an area with residential designation on the map provided that it is compatible with the surrounding neighborhood and that it does not cause significant negative impacts.

B. Core Specific Plan Area

Intent: To provide for mixed-use development of a variety of types in downtown Davis, in keeping with the downtown's role as the commercial and social center of Davis.

Allowable Uses and Densities: As shown in the Core Area Specific Plan. See the Specific Plan for more information.

C. Gateway / Olive Drive Specific Plan Area

Intent: To provide for vital, mixed-use development that connects the University and Core Area along Interstate 80 at the Gateway to Davis.

Allowable Uses and Densities: As shown in the Gateway/Olive Drive Specific Plan. See the Specific Plan for more information.

D. Neighborhood Retail

Intent: To provide shopping opportunities to meet Davis residents' daily needs in areas conveniently located to each neighborhood. The city supports many smaller neighborhood commercial centers each at a focal point instead of fewer larger centers. Residential uses would be conditionally allowable.

Allowable Uses and Densities:

1. Neighborhood shopping centers, which are shopping centers that serve the daily needs of the surrounding neighborhood for goods and services, such as groceries, pharmaceuticals, dry cleaning, and other uses.
2. Residential uses to the extent they are secondary and do not conflict with the primary use of the area.
3. Offices as an ancillary use.

Maximum Floor Area Ratio: 50 percent, with an additional 15 percent allowed for the housing component of a mixed-use project. Such additional floor areas shall include any housing units allowable under an affordable housing bonus.

Policies

Policy LU D.1 Encourage the redevelopment of existing neighborhood shopping centers to include second stories for retail, residential or office uses and/or intensification of first stories.

Policy LU D.2 All neighborhood shopping centers shall include neighborhood grocery stores / supermarkets.

Policy LU D.3 Consider neighborhood grocery store/supermarket supply and demand within the City as part of discretionary reviews of new neighborhood grocery stores/supermarkets and expansions of such stores/supermarkets, within the limits of development agreements.

Policy LU D.4 The City shall regulate the size of neighborhood grocery stores / supermarkets through the zoning code.

Policy LU D.5 Avoid locating liquor outlets near schools, parks and other locations where youth congregate.

Policy LU D.6 The City shall amend its C-N zoning ordinance to: (a) remove "food store" and replace it with " neighborhood grocery store / supermarket ", and (b) remove "or liquor store" in any shopping center zoning policy which offers a choice of "food store or liquor store" or implies a need for a liquor store in an area.

Policy LU D.7 Every neighborhood shopping center shall be a Planned Development.

Policy LU D.8 Encourage rehabilitation of existing neighborhood shopping centers and the restoration of neighborhood shopping services.

Action LU D.9 After adoption of the General Plan Update, work with the Mace Ranch property owner /developer to consider

land uses in the vicinity of the Upper Second Street" location. This might include revisions to the 11-acre Service Commercial site and factoring in additional information that will become available through the Frontier Fertilizer re-use process that is being initiated through an EPA grant. The study could lead to the City co-sponsoring zoning amendments to create a more logical land use pattern in this area. This might include some Community Retail combined with a scaling back of the Service Commercial provision of the public / semi-public use, or similar changes.

H. University-Related Research Park

Intent: To provide sites for high-tech and science companies to conduct research and development activities, such as product development, engineering, sales and administration, as well as ancillary light manufacturing and wholesale uses. A URRP primarily involves collaborative research and shared laboratories with educational institutions. In this regard, it is the desire of the City of Davis to advance technology employment activities, and the transfer of technology between the university, colleges and businesses in the Research Park, which arise from the synergies created by the proximity of the URRP to UC Davis.

The research park shall be compatible and on a scale consistent with Davis as a small university town. The research park shall be characterized by superior site planning, architectural and landscape architectural design; traffic management; and environmental controls. In order to achieve this goal, planned development zoning and design guidelines shall be utilized. It is the intent that the URRP utilize the existing support services within the community rather than developing its own support services.

Allowable Uses: Offices and research and development uses (including but not limited to biotechnology) with limited amounts of ancillary light manufacturing, assembly, warehousing and distribution. Minor amounts of light manufacturing and assembly with limits on the sizes of such facilities. Minor amounts of retail, restaurant and other services which do not compete with the downtown and neighborhood shopping centers with limits on the sizes of such facilities and designed to support the tenants of the park. Related amenities and open spaces serving the research park may also be allowed. The types and amounts of allowable uses shall be addressed in zoning regulations.

Actions

- g. The City will work with the Transportation District to revise or repeal the current CMP or take other appropriate steps (e.g. preparation of a "Deficiency Plan") to reflect the City's level-of-service standard for roadways.
- h. Work with citizens and technical interests to review the street width standards and revise them as needed to reflect the policies in this chapter.
- i. Update the City-wide Traffic Study every five years and upon the approval of the new UC Davis Long Range Development Plan (LRDP).
- j. Preserve rights-of-way for potential roadway widenings identified in the City-wide Traffic Study.
- k. Upon adoption of the general plan, the City shall study the pros and cons of expanding rights-of-way for new developments to include additional street trees. Such studies shall include considerations of the City's Greenstreet standards.

See the separate General Plan policy interpretation document titled "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets".

- l. Investigate and facilitate where appropriate the use of County, State and Federal roadways to accommodate regional traffic to minimize regional through traffic on City of Davis streets (for example, consider signs to direct traffic as set forth in this action).

Policy MOB 1.2 As part of the initial project review for any new project, the City Engineer may determine that a project-specific traffic study shall be prepared. Studies shall identify impacted roadway segments and intersections and recommend mitigation measures designed to reduce these impacts to acceptable levels.

Policy MOB 1.3 Encourage the use of alternative transportation modes.

Table 8
PLANNED STREET WIDENINGS

Roadway	Segment	1996 Condition	Proposed Condition
1. Covell Blvd	Baywood to Alhambra	2	4+
2. Mace Blvd	Alhambra to Chiles	2	4+
3. F Street	Seventh to Third	2	2 ¹
4. Pole Line Rd	Overcrossing	2+	2+ ²
5. Pole Line Rd	Covell to N City Limits	2+	2+ ³
6. B Street	First to Fifth	2+	2+ ⁵
7. Cowell Blvd	Pole Line to Drew	2+	2+
8. Cowell Blvd	E. Research Park Dr to Drummond	2	2+
9. Second Street	Frontier Fertilizer to Mace	2	2+
10. Second Street	Harrison Site to DWR	2	2+
11. Covell Blvd	Shasta to Denali	2	4+
12. Covell Blvd	SR 133 SB Ramp to Sycamore	4+	4+
13. Pole Line Rd	Fifth to Covell	2+	2+ ^{3,4,6}
14. Chiles Rd	Ensenada to EB I-80 Ramps	2+	4
15. Fifth Street	Contrill to Pena	2+	2+
16. Eighth Street	F Street to J Street	2	2
17. Second Street	¼ mi. W of Mace to Mace	2	4
18. Covell/Mace	Alhambra to Alhambra	2+	3+ ⁷
19. Fifth Street	B Street to L Street	4	4 ³

1. With short turn lanes only at intersections.
2. Corridor plan and mitigation apply. It is the clear intent of this plan not to re-stripe Pole Line Road to four-lanes.
3. With Corridor Plan and mitigation.
4. Four lanes north of Claremont acceptable for intersection capacity and operations.
5. With traffic control at 2nd and B Streets.
6. Use Corridor Plan process to identify location of turn lanes for increased capacity at intersections.
7. The final configuration of Covell/Mace from Alhambra to Alhambra shall be influenced by decisions related to a junior high school site on the Signature Property. Without the development of a school, the lane configuration may need to be only 2+ lanes.
8. The City shall give strong consideration to the factors of existing trees and bicycle and pedestrian access prior to street widenings.

"2" and "4" indicate the planned number of through lanes and "+" indicates additional turn lanes at intersections.

Chapter 3. Urban Design, Neighborhood Preservation and Community Forest Management

BACKGROUND

Urban Form

Davis' urban form is generally characterized as that of a small-scale, university city situated within a larger agricultural area. The city is surrounded by agricultural lands, which are dissected by streams, flood control channels, and canals. The fields are most often open to expansive views across fields planted with low-growing grain and row crops.

The city can be divided into several distinct segments:

- The **Downtown** has a compact, grid street pattern. It is the center of commercial activity in Davis, and its design reflects its central role.
- Cohesive **residential neighborhoods** bounded by tree lined streets surround the Downtown. These neighborhoods are distinguished by the decade in which they were developed. The neighborhoods differ in their street pattern, lot sizes, conventional versus cluster arrangements, and linear greenways.
- The **UC Davis campus** is a dominant organizing element in the Davis area. With a few exceptions, however, the visual linkages between the campus and the city are generally weak, without defining structures or open spaces signifying major entrances, gateways and edges.

Major Views

Views from the agricultural fields are enclosed on the west by the Coast Range hills. Views to other directions are open to the horizon, although the Sierra Nevada Mountains, Sutter Buttes, and Mount Diablo can be seen on clear days. Davis is not highly visible from distant views due to an absence of natural or built vertical elements distinguished from the surrounding agricultural lands. The water towers on the campus and the Alumni Center are the distinguishing features in views north from Interstate 80.

Chapter 4. Housing

This chapter contains the City's Housing Element policies. The full text of the Housing Element and more specific information on the policies is contained in the full Housing Element, available at the Planning and Building Department.

BACKGROUND

Population Estimates and Projections

Figure 27 and Table 9 provide population estimates and projections over time for the City of Davis, Davis area, and the County of Yolo. UC Davis enrollments are also provided for comparison because of the similar growth of UC Davis enrollment and the City's population. The State Department of Finance estimates that in January 1996 the population of the City of Davis was 52,600.

The Sacramento Area Council of Governments projects that the population of the City of Davis will be 65,615 in the year 2010.¹

Age Distribution

Table 10 shows the age distribution of the population in Davis and Yolo County in 1990. Over one quarter of the Davis population is aged 20-24, while the County proportion in the same age range is less than one-sixth. College students in Davis account for this difference. The City's share of persons over age 60 is significantly lower than elsewhere in the County, although it has increased from 6.2 percent in 1980 to 8.4 percent in 1990. Age distribution is important in the planning of services and housing types.

Household Population and Composition

The estimated average persons per household in Davis has decreased slightly over the last five years, as follows, based on estimates by the California Department of Finance:

¹Source: Sacramento Area Council of Governments, March 2001.

CITY OF DAVIS GENERAL PLAN

Adopted May 2001

Basic policies by the General Plan Update Committees:

- Cultural Diversity Committee
- Culture, Art and History Committee
- Economic Development Committee
- Environment Committee
- Growth Management/Neighborhood Preservation Committee
- Housing Committee
- Human Services Committee
- Mobility Committee
- Open Space Committee
- Parks and Recreation Committee
- Public Services, Infrastructure and Safety Committee
- Technology and Computers Committee
- Urban Design/Community Design Committee
- Youth and Education Committee

With assistance from City of Davis staff:

- Administrative Services Department
- City Manager's Office
- Fire Department
- Parks and Community Services Department
- Planning and Building Department
- Police Department
- Public Works Department

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Illustrations by Brian Collett

Assistance in compilation:

- Design, Community & Environment,
Berkeley, California

CITY OF DAVIS GENERAL PLAN

Adopted May 1971

The purpose of this plan is to provide a long-range guide for the development of the City of Davis.

Consistent with the plan, the City of Davis shall:

1. Encourage the development of a strong, diversified economy.

2. Encourage the development of a strong, diversified community.

3. Encourage the development of a strong, diversified environment.

4. Encourage the development of a strong, diversified culture.

5. Encourage the development of a strong, diversified transportation system.

6. Encourage the development of a strong, diversified housing program.

7. Encourage the development of a strong, diversified public services program.

8. Encourage the development of a strong, diversified recreation program.

9. Encourage the development of a strong, diversified health care program.

10. Encourage the development of a strong, diversified social services program.

11. Encourage the development of a strong, diversified law enforcement program.

12. Encourage the development of a strong, diversified fire protection program.

13. Encourage the development of a strong, diversified emergency services program.

The City of Davis shall also encourage the development of a strong, diversified economic development program.

The City of Davis shall also encourage the development of a strong, diversified housing program.

The City of Davis shall also encourage the development of a strong, diversified public services program.

The City of Davis shall also encourage the development of a strong, diversified recreation program.

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Encouraged by the City of Davis

Adopted by the City of Davis

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Adopted by the City of Davis

Davis General Plan

May 2001

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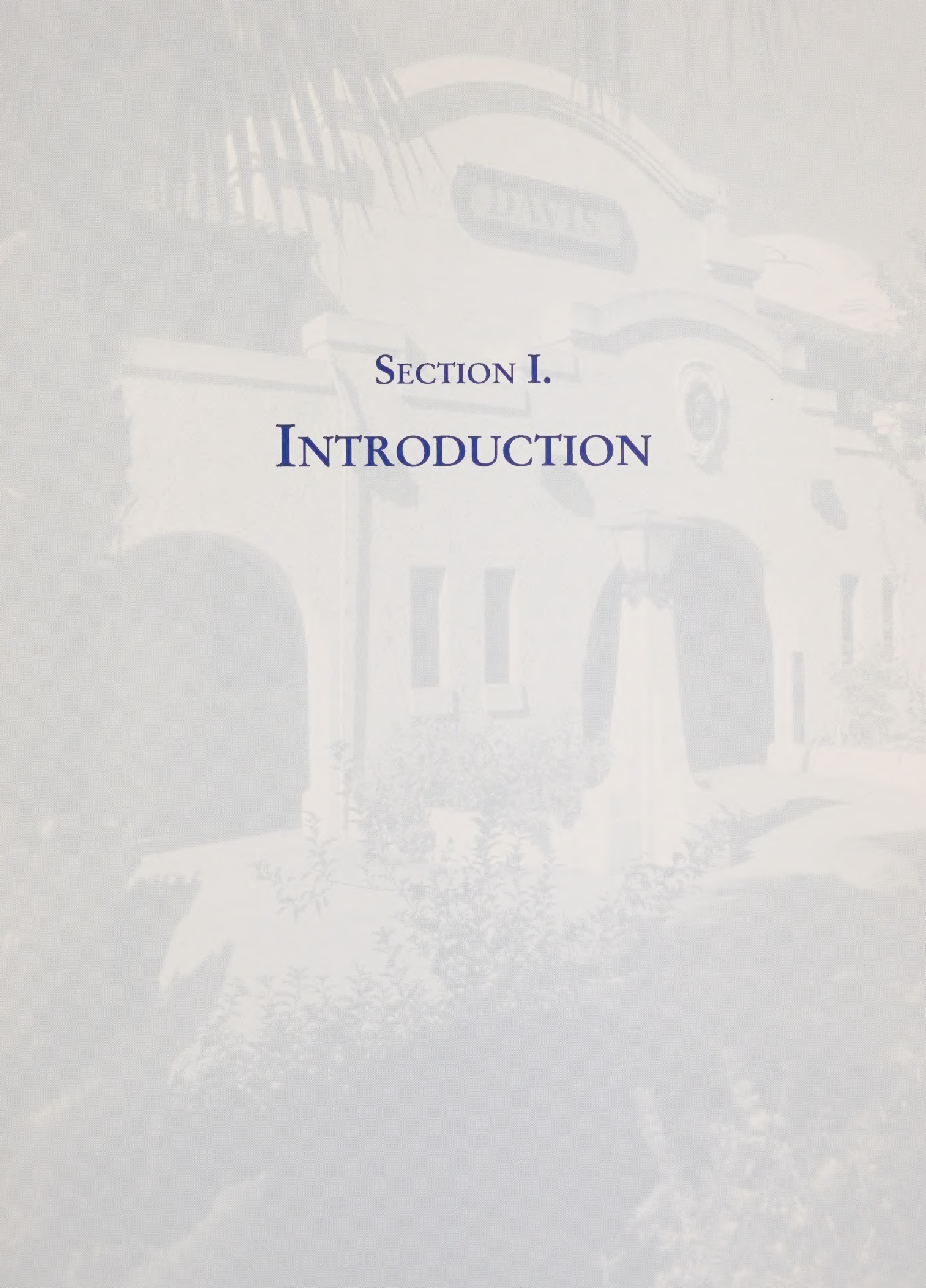
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SECTION I.

INTRODUCTION

SECTION I. INTRODUCTION

This document is the City of Davis' General Plan, which has been updated and revised after a lengthy and comprehensive public participation process. This general plan will guide Davis' growth through 2010.

A general plan articulates a community's vision of its long-term physical form and development. The general plan is comprehensive in scope and represents the city's expression of quality of life and community values; it should include social and economic concerns, as well. General plans are prepared under a mandate from the State of California, which requires that each city and county prepare and adopt a comprehensive, long-term general plan for its jurisdiction and any adjacent related lands.

The general plan serves as a basis for decision-making. The plan directs decision-makers, who must balance competing community objectives, which sometimes present trade-offs.

A. Regional Location

Davis is located in the southeast corner of Yolo County, along Interstate 80 and the main Union Pacific railroad line. Its regional location is shown in Figure 1.

Davis is located in the Central Valley of California, 50 miles northeast of the San Francisco Bay area and 15 miles west of Sacramento. Davis is separated from surrounding cities in the Counties of Yolo and Solano by ten to fifteen miles of agricultural land. Surrounding cities in Yolo County are: Woodland to the north; West Sacramento to the east; and Winters to the west. Located between Davis and West Sacramento is the two mile wide Yolo Bypass, one of the overflow drainageways which provide flood protection for the Sacramento River valley. The City of Dixon is located to the southwest in Solano County.

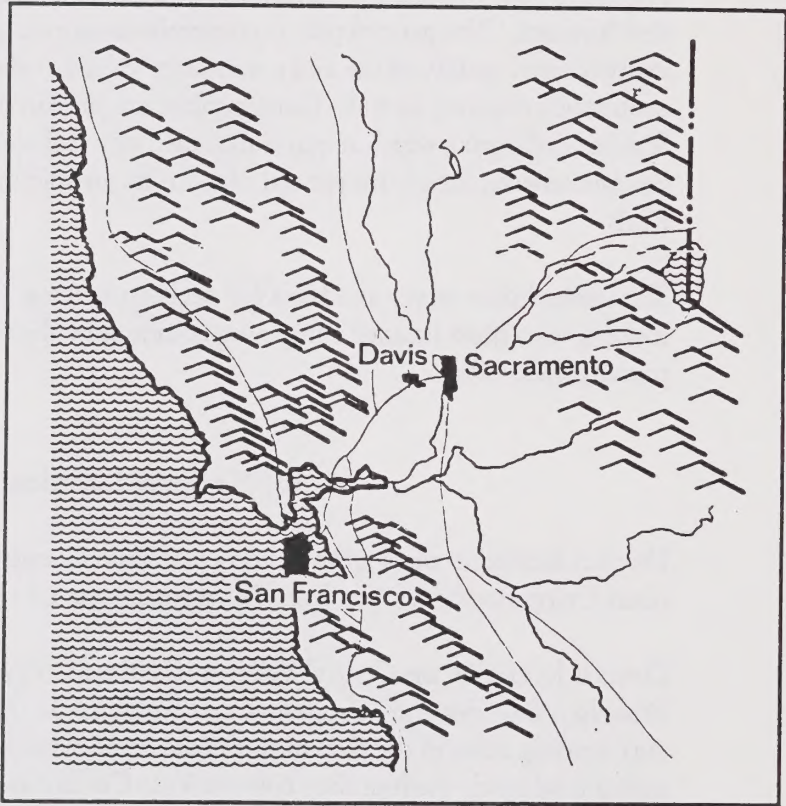


Figure 1: Regional Location

1. Planning Area, Sub-Areas and Planning Horizon

The planning area consists of approximately 160 square miles. It is bounded on the north by County Road 27 and the City of Woodland planning area, on the east by the easterly boundary of the Yolo Bypass, on the south by Tremont Road, and the Pedrick Road-Interstate 80 interchange in Solano County, and on the west by an extension of County Road 93 to generally match the westerly boundaries of the General Plan areas of Dixon and Woodland. Because Davis is located in the corner of Yolo County, a portion of the planning area is in Solano County.

The planning area consists of a total of 14 geographic sub-areas, which are shown in Figure 2. The sizes of the planning subareas are shown in Table 1.

The planning horizon for this general plan is 2010. Projections regarding city growth and needed changes made in this plan and in the accompanying environmental impact report are made for 2010.

A. General Plan Contents

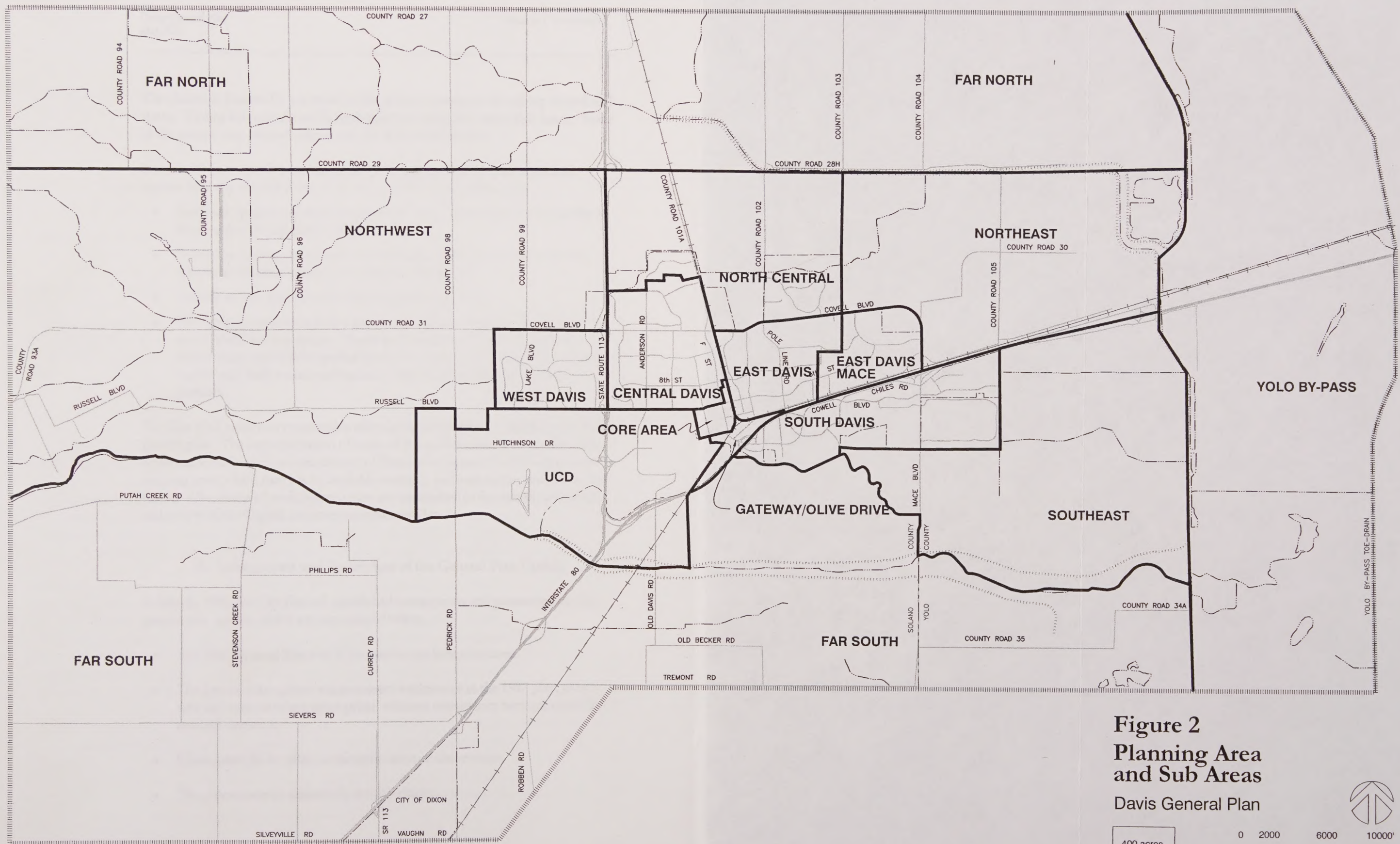
This general plan contains a total of nine sections:

- Section I contains this introduction.
- Section II contains background on the planning context in and around Davis.
- Section III contains the general plan visions, which set the overall framework for planning in Davis.
- Sections IV through VII contain the bulk of the general plan in the form of goals, policies, standards and actions for a total of 22 separate topics. Each of the 22 chapters within these sections provides background information on a topic and the goals, policies, standards and actions that apply to it.
- Section VIII contains goals, policies, standards and actions regarding general plan implementation. It tells how the city will work to implement Sections III through VII.
- Section IX is a glossary of terms.
- Section X contains the appendices.

Table 1
GROSS ACREAGES OF PLANNING AREA
AND PLANNING SUB-AREAS

Planning Sub-Areas	City of Davis	Unincorp. Yolo Co.	Unincorp. Solano Co.	TOTAL
Northwest	90	16,310		16,400
North Central	830	2,370		3,200
Northeast		5,200		5,200
West Davis	900			900
Central Davis	1,400			1,400
East Davis	950			950
East Davis / Mace	630	80		710
Core Area	150			150
South Davis	1,210	590		1,800
Southeast		6,200		6,200
Gateway / Olive Drive	121	44		165
UC Davis		2,900	900	3,800
Far North		18,600		18,600
Far South		3,200	26,300	29,500
Yolo By-Pass		13,600		13,600
Total City Area	6,281 (9.8 sq.mi.)			
Total Unincorp. Yolo Co. Area		69,094 (108.0 sq.mi.)		
Total Unincorp. Solano Co. Area			27,200 (42.5 sq.mi.)	
Total Planning Area				102,575 (160.3 sq.mi.)

Source: City of Davis Public Works Department, June 1999.



The visions in Section III are broad philosophical statements describing desired end states. Visions are not necessarily attainable now or in the foreseeable future. Some of the visions may present value trade-offs with other visions.

Sections IV through VIII contain goals, policies, standards and actions which explain what the city will strive to do over the life of the general plan.

- Goals are desired end states for particular issues which may be measurable or observable over a period of time.
- Policies are statements of values or direction which provide the basis for consistent decision making and resources allocation.
- Actions are the specific tasks to accomplish the policies.
- Standards are written as policy statements. Those standards containing the word “shall” are mandatory. Those that contain the word “should” are discretionary and will be applied by the city as appropriate through ordinances, resolutions, staff actions and decisions regarding specific development projects.

The City shall make every reasonable effort to fund the projects and programs in the general plan. The implementation of some of the policies and actions in this plan, however, would require a commitment of financial resources for both capital and ongoing costs which may not be available currently and may not be available in the future. Allocations of available resources are established in the annual city budget and review of the Capital Improvements Master Plan.

B. Assumptions and Parameters of the General Plan Update

In March, 1993, the City Council established assumptions and parameters for the general plan update, which are summarized below.

- The 1987 General Plan was to be used as the base document.
- The general plan update was to correct weaknesses in the 1987 plan, provide new information where appropriate, enhance consistency between elements, and add elements.
- Efforts were to be taken to minimize costs of the revision.
- The process was to extensively involve citizens.

- The total acreage of developed land and the total number of units in the 1987 General Plan was not to be increased, although the location and mix of uses could be changed. Planning for the 20-year sphere of influence of the Local Agency Formation Commission was to proceed.
- The importance of UC Davis within the future of the community was to be recognized.
- The planning process was to be thorough, and was recognized as potentially time intensive.
- The Planning Commission was to oversee the update process.

These parameters were altered slightly in June of 1995 when the Council approved the Economic Development and Strategic Plan and directed staff to investigate opportunities for zoning an additional 300 to 500 acres for commercial and industrial development, as part of the General Plan process.

C. Public Participation

State law specifies that “During the preparation or amendment of the general plan, the planning agency shall provide opportunities for the involvement of citizens, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the city or county deems appropriate” (Government Code Section 65351). Therefore, the City has conducted an extensive citizen input process leading up to this General Plan update.

During the fall and winter of 1993, the city conducted seven community workshops and 31 “kitchen” conferences soliciting the community's vision for Davis' long term future. In April 1994, the Community Workshop Summary was released. The workshop summary contained the comments from over 700 members of the Davis community who provided comments from October 1993 to March 1994. Comments were also included from various elementary school classes, letters, comment cards from the city's FOCUS newsletter, responses to a newspaper flyer and the Internet.

In March 1994, the City Council appointed 215 people to be on 14 general plan committees to review and revise the existing general plan. The general plan committees were focused around the following topics:

- Culture, Art and History
- Cultural Diversity and Social Climate
- Economic Development

-
- Environment, Energy and Conservation
 - Growth Management and Neighborhood Preservation
 - Human Services (originally called Health and Social Services)
 - Housing Affordability, Diversity and Innovation
 - Mobility and Noise Issues of the Next Century
 - Open Space
 - Parks and Recreation
 - Public Services, Safety and Infrastructure
 - Technology and Computers
 - Urban Design/Community Design
 - Youth and Education

Although each committee was responsible for a particular topic area(s), they were also encouraged to address any and all general plan issues.

From April 1994 to July 1995, the committees drafted visions, goals, policies and implementing measures for the revised General Plan. Their efforts resulted in a summary of Revised General Plan Committees Visions, Goals, Policies and Actions that was published in October, 1995. This document was reviewed by the committees from November 1995 to March 1996. From January to March, 1996, the committees reviewed the General Plan Update Workbook that was prepared to assist the committees in focusing their ideas on land use and policy issues.

The committees' comments on the Revised General Plan Committees Visions, Goals, Policies and Actions and the Workbook were incorporated into the Administrative Draft General Plan, dated May 1996. From May 1996 to September 1996, the city staff liaisons reviewed and commented on the Administrative Draft General Plan.

A "Public Review Draft" of the general plan, which incorporates both committees' and staffs' comments, was made available in November of 1996.

The Planning Commission and City Council reviewed that draft in public meetings between December 1996 and March 1998. This Final Draft was published in June 1998.

From the beginning of the update process, a survey was anticipated to be conducted as a way to validate that the positions established in the draft general plan reflect the overall community. In July 1995, the City Council authorized the firm of Moore, Iacofano and Goltsman (MIG) to conduct a telephone survey to 400 people. The survey will be conducted after the Planning Commission workshops are held. The City Council will hold a series of meetings after the Planning Commission workshops and survey are completed.

An environmental impact report and fiscal studies will be conducted on this final draft general plan. Once those studies are completed, additional public hearings will be held by the Planning Commission and City Council. Adoption of the revised general plan is anticipated in the fall of 1998.

D. Relationship to State Law

State law includes a number of specific requirements regarding the content of general plans. This section describes where these required contents may be found in this general plan.

State law requires a total of seven general plan elements. The required contents of most of these elements are included in several of the chapters in this general plan. The city's housing element is contained in a separate document.

1. Land Use Element

State law requires that a general plan include a land use element which "designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan." This information is included in Chapter 1, "Land Use and Growth Management."

The land use element is also to "identify areas covered by the plan which are subject to flooding." This information is included in Chapter 19, "Hazards."

The land use element is also required to designate any areas zoned for timberland production. There are no such areas in Davis.

2. Circulation Element

State law requires that a general plan include a circulation element "consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan." This information is contained in Chapter 2, "Mobility."

3. Housing Element

State law requires that a general plan include a housing element that “consists of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing.” (Government Code Section 65583). The Housing Element must also demonstrate the community’s ability to accommodate the need for housing at all income levels. This document’s Chapter 4, “Housing,” includes most relevant policies of the separate Housing Element. Additional housing-related policies are contained in Chapters 1 (Land Use and Growth Management), 11 (Human Services) and 17 (Energy).

A housing element must be submitted to the State of California Department of Housing and Community Development (HCD) prior to adoption by the city. The HCD determines whether the draft element is in compliance with the requirements of state law. After adoption of the general plan by the city, the final housing element requirements are submitted to the state.

This document contains the City’s Housing Element policies. The full text of the Housing Element and more specific information on the policies is contained in the full Housing Element, available at the Planning and Building Development Department.

4. Conservation Element

State law requires that a general plan include a conservation element “for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.”

- Chapter 6, “Water,” includes policies for the conservation of water.
- Chapter 15, “Agriculture, Soils and Minerals,” includes policies for conservation of agricultural land, soils and minerals.
- Chapter 14, “Habitat and Natural Areas,” includes policies for conservation of riparian areas and wildlife.

Davis does not have any significant waters with hydraulic force, forests, harbors, large rivers, important fisheries, or areas with identified mineral deposits of statewide or regional significance.

5. Open Space Element

State law requires that a general plan include an open space element that addresses preservation of open space for four reasons: 1) preservation of natural resources, 2) managed production of resources, 3) outdoor recreation, and 4) public health and safety. Land use categories that meet each of these criteria are mapped and described in Chapter 1, "Land Use and Growth Management." More specific policies regarding open space are included in Chapter 9, "Parks and Open Space."

Open space elements must include action plans. All chapters of this general plan include specific lists of implementing actions.

Open space elements must consider demands for trail-oriented recreational uses. Trails are covered in Chapter 2, "Mobility."

6. Noise Element

State law requires that a general plan include a noise element that analyzes and quantifies current and projected noise levels from a variety of sources, and shows noise contours on a map. The noise element is also to include implementation measures and possible solutions to address existing and foreseeable noise problems. These items are contained in Chapter 21, "Noise."

The noise contours are to be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. This has been done in the compilation of the land use map in Chapter 1, "Land Use and Growth Management."

7. Safety Element

State law requires that a general plan include a safety element "for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other geologic hazards ...; flooding; and wild land and urban fires. The safety element shall also include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items related to identified fire and geologic hazards."

There are no known faults in Davis, so the city is not subject to seismically induced surface rupture. It is not near the ocean or any large lakes, so it is not subject to tsunami or seiche. It is relatively flat, so it is not subject to slope instability leading to mudslides and landslides. There are no city requirements for clearances around structures since the city has no areas of heavy brush that could lead to fire danger. The city's evacuation plans, along with planning associated with ground shaking, ground failure, dam failure, subsidence, other geologic hazards and flooding are addressed in Chapter 19, "Hazards." Fire safety is addressed in Chapter 18, "Police and Fire." Minimum road widths are addressed in Chapter 2, "Mobility." Water supply is addressed in Chapter 6, "Water."

E. Relationship to Other Plans, Ordinances, Policies and Reports

The City of Davis has a number of planning and land use regulations tools beyond this general plan. These others tools are described in this section.

This general plan is consistent with the policies and regulations of all documents described here. These plans, ordinances and policies will remain in effect after this general plan is adopted.

1. Specific Plans

Local governments are authorized by the California Government Code to adopt specific plans. A specific plan is a detailed plan for the development of a specific area. It implements the general plan by creating a bridge between general plan policies and individual development proposals. Ideally, a specific plan directs all facets of future development: distribution of land uses; development standards; location and sizing of supporting infrastructure; and methods of financing public improvements. A specific plan may be policy oriented, regulatory, or both.

The City of Davis has prepared or is preparing specific plans for four areas. The locations of the four specific plan areas are shown in Figure 3. The specific plans contain additional policies and actions, and should be consulted to determine development policy in their areas. This section describes the concepts in each of the specific plans.

a. Core Area Specific Plan. The Core Area Specific Plan supports maintaining a small-town downtown and encourages pedestrian, social and cultural activities and shopping in the core area. The plan promotes building up the "downtown core" (the area between First and Third Streets and D Street and the railroad tracks east of

G Street) before greatly increasing densities in the remainder of the core area, thereby protecting existing residential neighborhoods and their character.

The Core Area Specific Plan encourages:

- the retention of a residential base;
- mixed uses in structures and neighborhoods;
- appropriate scale transitions between buildings;
- the retention and adaptive reuse of existing buildings;
- retail at street level;
- maintenance of a pedestrian priority;
- maintenance of the existing street and bike path grid with no additional four lane roads developed; and
- landscaping and plazas.

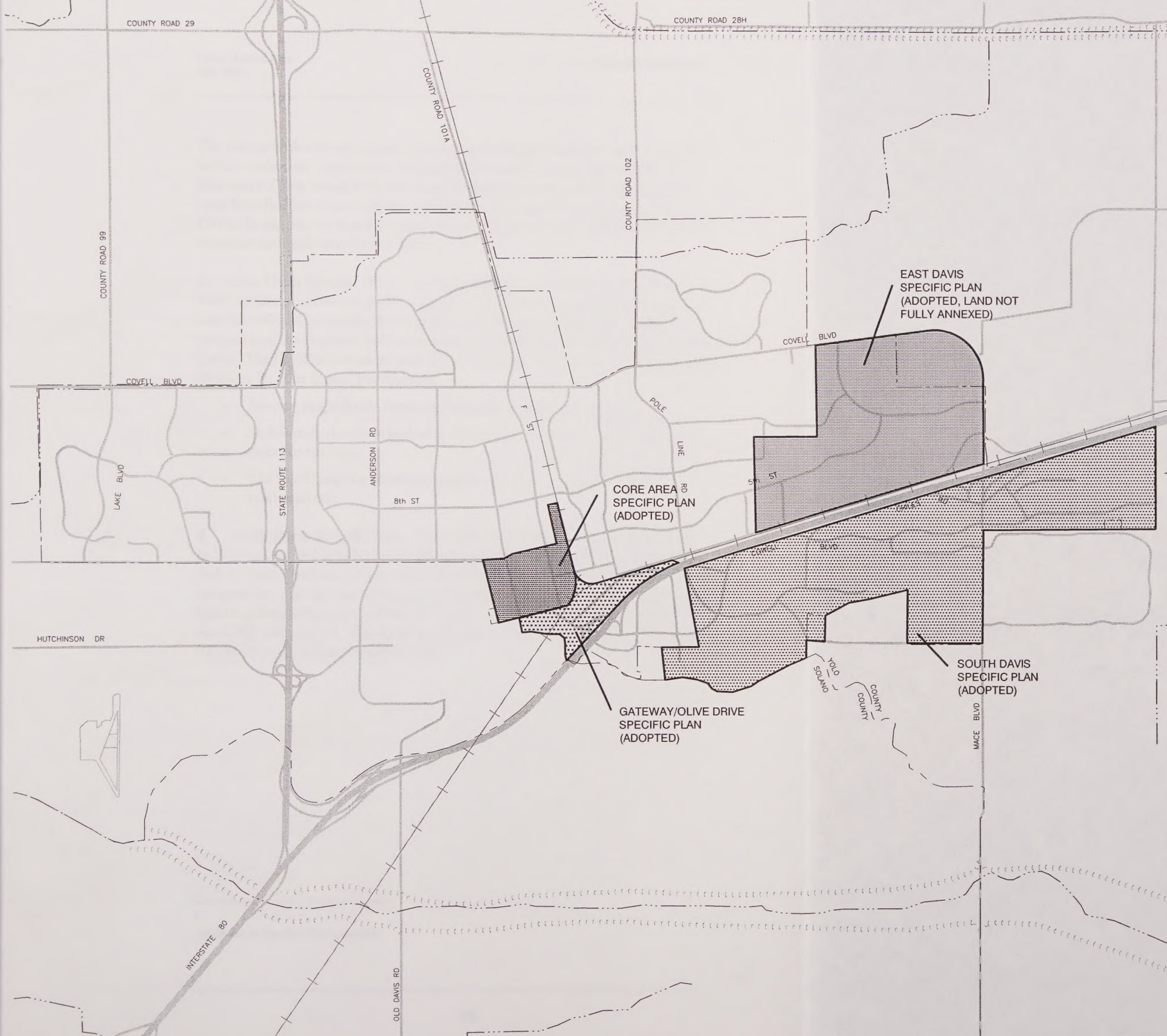
b. Gateway / Olive Drive Specific Plan. The Gateway/Olive Drive Area encompasses 121 acres adjacent to the core area (not including the 44-acre Nishi property which was removed from the Specific Plan as part of the General Plan Update). The area is bounded on the north by First Street, on the west by the University, on the south by Interstate 80, and on the east by the railroad tracks and I-80. The area is currently within the city limits.

In early 1992, the city's Redevelopment Agency initiated a process to redevelop the area near the entrance to Davis. In late 1992 and early 1993, the City Council broadened the study to include the entire 165-acre area and appointed a 27-member Advisory Committee to prepare a specific plan. The committee and various sub-committees met 20 times from 1993 through 1995 producing two study reports and, ultimately arriving at a consensus plan for the area. City staff, with consultant assistance, turned the consensus plan into the specific plan and accompanying EIR.

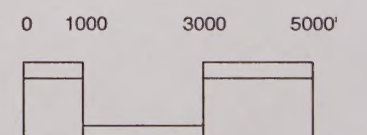
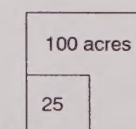
The purpose of the Gateway/Olive Drive Specific Plan is to provide the goals, policies, design guidelines, and zoning mechanism necessary to realize the vision created by the Advisory Committee. The specific plan provides guidance for what uses will occur on vacant property, as well as reuse and revitalization of improved parcels and various public improvements.

The plan is divided into district sub-areas including: East Olive Drive, West Olive Drive, Aggie Village, and the Southern Pacific Depot. Each sub-area has distinct characteristics and each entailed a slightly different planning process. The specific plan knits together the neighborhood plan developed for East Olive Drive the University-sponsored plan for Aggie Village, and the Depot.

Figure 3
Specific Plan Areas



Davis General Plan



The plan provides details regarding land uses, roadways, buildings, open space and bicycle/pedestrian connections, design guidelines and financing at buildout. The plan area is Davis' visual front door and has been planned to work with the Core Area Specific Plan to maintain the core area as the cultural and economic center of Davis. In general, the eastern portion of the plan protects and enhances the historic character and land uses of Olive Drive.

c. East Davis Specific Plan. The East Davis Specific Plan (EDSP), adopted in 1987, applies to a 658-acre area bounded by Cowell Boulevard, Mace Boulevard, Interstate 80 and previously developed lands to the west. It describes land use designations, development policies, roadway standards and a financing plan for East Davis. The EDSP is consistent with this general plan, but it also provides additional direction for East Davis. For example:

- Average single-family density is limited to 5.6 units per net acre.
- Multi-family density is limited to 15 units per gross acre, which is about 20 units per net acre.
- The EDSP requires minimum numbers of parking spaces for each residential unit.

d. South Davis Specific Plan. The South Davis Specific Plan (SDSP), adopted in 1987 and revised in 1989, covers 507 acres between Interstate 80 and the north fork of Putah Creek and Montgomery Avenue. The SDSP includes land use designations, a circulation system and community facilities policies for South Davis. Land use designations in the SDSP are based on city zoning that was in effect when the SDSP was adopted. The SDSP specifically states that "No project shall exceed the densities allowed in the general plan."¹

¹
South Davis Specific Plan, page 8A.

2. Bikeway Plan

The Bikeway Plan (Final Draft, May 1993) consolidates all aspects of bicycle planning in a document which clarifies general plan goals and policies as they relate to bicycles. The Bikeway Plan contains this overall goal statement for bikeway planning:

“It is the goal of the City of Davis to maintain, through the plan, an integrated system of bikeway facilities which provide for safe and convenient travel for bicyclists throughout the city. The city recognizes the need to encourage bicycle travel for both transportation and recreation. Use of bicycles as a travel mode conserves energy, contributes to cleaner air, and improves physical fitness.”

The plan also consolidates and clarifies the standards used by the City for bicycle facilities. It presents specific bikeway projects with a project need statement, description, funding source, and expected construction schedule.

3. Redevelopment Agency

Redevelopment Plan. The Davis Redevelopment Plan was prepared in 1987. The redevelopment area includes the South Davis specific plan area and the core area. Proposed land uses within the redevelopment area include residential, commercial, commercial / residential, industrial, public, and agricultural / public. These uses are designated in accordance with the general plan.

Redevelopment Implementation Plan. In 1995, the city adopted an Implementation Plan consistent with AB 1290. The Implementation Plan is consistent with the original Redevelopment Plan. It specifies steps to carry out the Redevelopment Plan over the next 20 years.

City / County Pass Through Agreement. On November 18, 1987, the City of Davis and the County of Yolo executed a Pass Through Agreement, in response to the city's redevelopment plan. The Agreement ensures that the city will “pass through” specified property tax increments to the county. The “pass through” of the tax increments is intended to alleviate any financial burdens or detriments to the county which will have to increase the amount of services it provides to future development in the redevelopment plan area. The “pass through” of the tax increments to the county is conditioned upon the county not approving “urban development” within the city's planning area without city approval, thereby avoiding “leap frog” growth or growth which is difficult to service.

4. Phased Allocation Ordinance

On May 20, 1992, the City Council adopted the current Phased Allocation Ordinance. This ordinance is a housing allocation system to manage the rate of development and ensure that residential development proceeds in a logical, orderly, and environmentally sound manner.

The ordinance has a “rolling” five-year phasing period, whereby the City Council annually designates the number of units to be constructed for the fifth year and may also adjust the units designated for the first through fourth years. The City Council's determination is based on criteria including but not limited to policies of the general plan and any specific plan; the number of units approved and actually constructed in prior years; and completion of the city's infrastructure network.

The City Council's review of individual applications for allocations is based on standards and criteria including but not limited to adequacy and availability of city services and facilities; the inclusion of affordable housing units; and contribution to major infrastructure and public facilities project priorities.

The city also regulates phasing for construction of residential, commercial, and infrastructure development within individual subdivisions through development agreements. As of 1997, these agreements were approved for the Evergreen, Mace Ranch, Oakshade, Wildhorse, and Woodbridge projects. Since many allocations have recently been determined by development agreements, the phased allocation process has not been needed for a few years.

5. Affordable Housing Ordinance

The ordinance establishing affordable housing requirements was adopted in 1990 and amended in 1993. The requirements are intended to implement general plan policies that require affordable housing which is affordable to very low, low and moderate income households; and meet the city's share of the regional housing need for these households.

Under standard requirements, the developer of a project with for-sale units shall provide at least 25 percent of the units for very low, low and moderate income households. The requirements shall be met by the on-site construction of for-sale affordable units; land dedication; and provision of lots for the construction of self-help housing. Upon meeting the requirements, the developer is entitled to a 25 percent density bonus.

Under standard requirements, the developer of a multi-family rental development shall provide at least 25 percent of the units affordable to low income households and at least 10 percent of the units affordable to very low income households. Upon meeting the requirements, the developer is entitled to a density bonus of 25 percent.

A developer may propose a “project individualized program” as an alternative to standard provisions. Such a program must generate the same or more than the number of affordable units generated under standard requirements.

6. Development Impact Fee Study and Capital Improvements Master Plan

Development Impact Fee Study. The City’s Development Impact Fee Study is a financial analysis of the cost of infrastructure requirements dictated by the new development envisioned by the City’s General Plan. Allocations of infrastructure cost are performed according to State law and local policy. The variety of grant and other funding sources available are considered. The Study then translates the costs allocable to new development into a series of fees, varying by land use and geographical planning area, that each unit of new development must pay as its contribution toward meeting the additional infrastructure requirements.

The Development Impact Fee Study is updated annually to reflect changes in actual and projected development in the community and to enhance the infrastructure descriptions, costs and allocations.

Capital Improvements Master Plan. The Capital Improvements Master Plan is the city’s master capital improvement program, which identifies funding sources for various projects in a manner that is consistent with the General Plan and city specific plans. The infrastructure projects include street and other transportation facilities, core area, park and recreation, public safety, general city facilities and open space. When a project is completed, it becomes a fixed asset, which requires an operation budget to maintain.

The Capital Improvements Master Plan also incorporates a year to year cash flow projection and a timetable for project initiations. The Capital Improvements Master Plan is also updated annually to reflect changes in cash flow, project cost refinements and any necessary adjustments in project timing or funding.

The Development Impact Fee Study and the Capital Improvements Master Plan together have replaced the earlier Major Projects Financing Plan (MPFP). The MPFP was the city’s initial attempt to quantify the cost of needed infrastructure improvements and allocate the cost to new development. The City undertook a

substantial reassessment of a number of the policy approaches and implications of the MPFP and the two current documents have taken its place.

7. Right to Farm and Farmland Preservation Ordinance

The City of Davis adopted Chapter 30, the Right to Farm and Farmland Preservation Ordinance on November 15, 1995.

The Right to Farm portion of the ordinance states that properly operated agricultural operations are generally not to be considered a nuisance, and requires that properties within 1,000 feet of agricultural lands carry a deed restriction that notifies owners and buyers of potential inconveniences associated with lawful agricultural operations when they are subjected to any discretionary permit issued by the City of Davis. It also requires that lands within 150 feet of an agricultural, greenbelt or habitat area shall to be maintained in an agricultural buffer/agricultural transition area. The buffer is to be made up of a 100-foot agricultural buffer without public access, as well as a 50-foot transition area that may include bike paths, trails and other facilities for public access.

The Farmland Preservation portion of the ordinance requires agricultural mitigation by applicants for general plan or zoning changes or any other discretionary entitlements that would change the use of agricultural land to non-agricultural uses. Agricultural mitigation on a 1:1 replacement basis may include granting of a farmland conservation easement or similar conservation mechanism for lands not subjected to non-agricultural development or payment of a fee for purchase of farmland rights in another area. Mitigation lands must be within the Davis planning area. A portion of agricultural mitigation lands may be used for habitat mitigation.

8. Zoning

The zoning chapter of the Davis Municipal Code zones property within the incorporated city limits.

City staff is currently working on amendments to the zoning ordinance to resolve minor problems and improve its everyday use. Examples of these amendments are accessory structures, parking requirements, and clarification of definitions. Staff will also update the zoning ordinance to reflect new policies in this general plan that conflict with policies in the existing zoning code.

9. Alternative Transportation Task Force Final Report

The City's Alternative Transportation Task Force (ATTF) was created by City Council resolution in October 1994 and charged with exploring "the potential for increasing the use of transportation modes that provide an alternative to the gasoline or diesel fueled automobile." ATTF members met for approximately 16 months to develop recommended policies and projects that would reduce dependence on motor vehicles. The ATTF's Final Report was accepted as an advisory report by the City Council in March 1996.

The final report analyzes transportation trends in Davis. It notes that Davis is a leader in non-vehicular transportation modes such as bicycling and alternative fuels, but that auto use in Davis is also increasing. The final report recommends both systemic changes to land use planning and transportation systems, as well as specific short-term improvements that would enhance bicycle, pedestrian, electric vehicle and transit transportation. Many of the programs and projects suggested in the ATTF Final Report are included in this general plan.

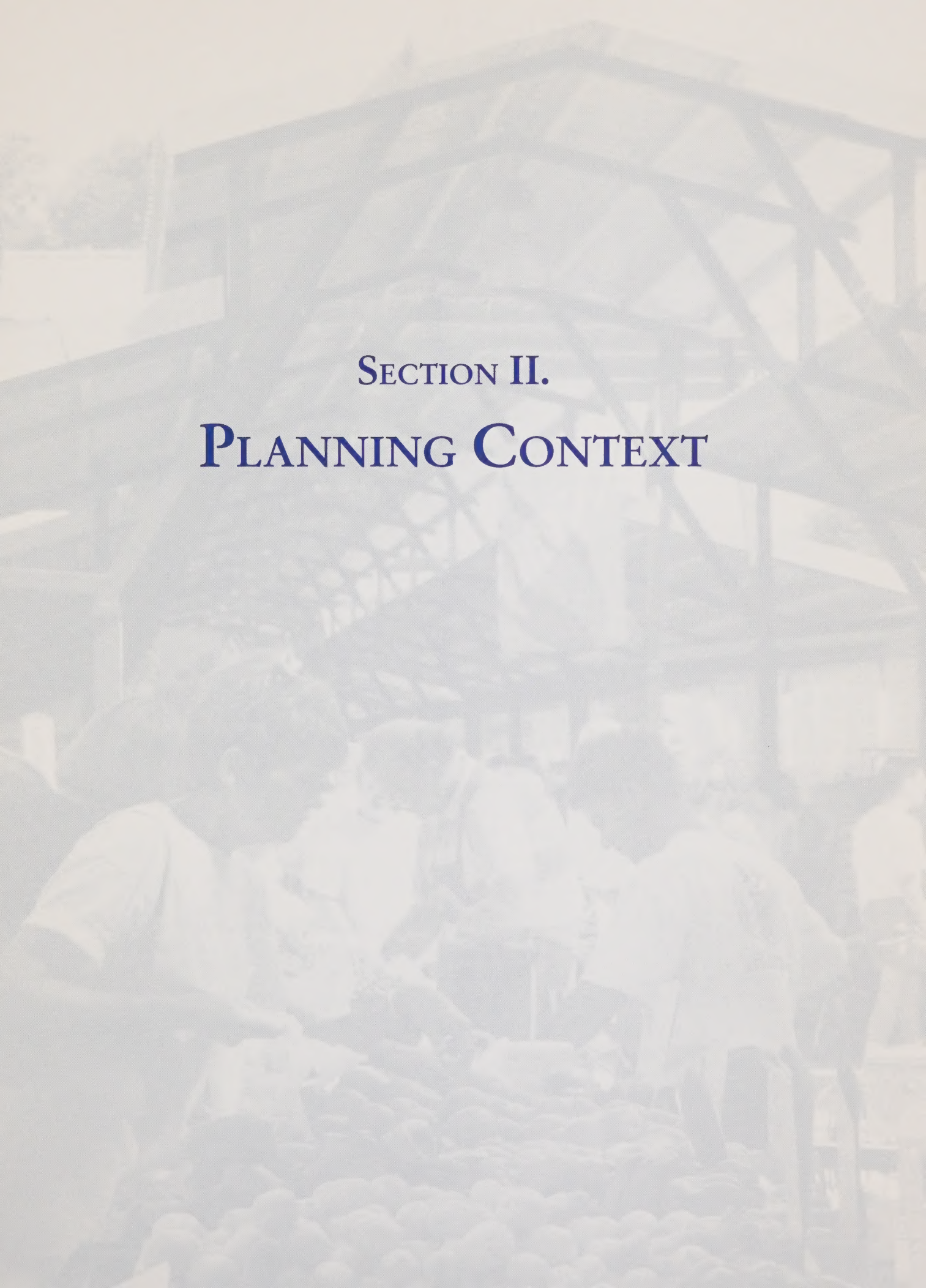
10. General Plan Policy Interpretations

In 1992, the City Council approved interpretations of General Plan policies to assist in the review of major new development projects. Many of the interpretations remain useful in that they provide direction for how the City will implement similar policies in the General Plan. In many aspects, the interpretations involve details that would not be appropriate in the General Plan text. In addition, the interpretations can be updated without requiring a formal General Plan amendment.

The table on the next page provides examples of policies in the General Plan which are related to the 1992 policy interpretations.

1992 General Plan Policy Interpretation	Examples of Related Policies in General Plan Update
Residential Density Yields and Neighborhood Greenbelts	- Land Use Categories, Residential, Allowable Uses and Densities - Policy LU A.5, "Require neighborhood greenbelts..." - Standard POS 3.1a, "Ten percent of the area... shall be greenbelt."
Locational Guidelines for Residential Densities and Senior Housing	- Policy LU 2.1, "Develop and implement guidelines for infill development..." - Standard LU 2.1a, "Guidelines should recognize various forms and patterns of infill development..." - Policy MOB 4.3, "Require new development designs that maximize transit potential."
Ratio of Housing, Mix of Residential Types and Integration of Affordable Housing Units	- Policy LU A.3, "Require a mix of housing types..." - Policy HOUSING 1.1b, "Each new development should include a mix of housing types..." - Standard HOUSING 1.1a, "Affordable housing should include a range of unit sizes..." <i>The current General Plan does not include a policy regarding the ratio of single family to multi-family housing.</i>
Energy Efficient Subdivision Design	Policy ENERGY 1.5, "Encourage... energy efficient subdivisions..." and Standards 1.5 a, b, c.
Major Arterial Landscaping, Noise Attenuation Design and Greenstreets	- Standard MOB 1.1a, "The City of Davis shall have a network of vehicular circulation routes..." - Action MOB 1.1k, "Upon adoption... study rights of way... including Greenstreet standards." - Table 6, Street Classifications and Guidelines, including notes - Table 7, Geometric Cross Section Guidelines, notes - Policy MOB 3.1, "Greenbelts and Greenstreets should serve..." - Policy NOISE 1.2, "Discourage the use of soundwalls whenever..." and Standards a, b, c.
Institutional Uses	Land Use Categories, Residential, Allowable Uses and Densities, Note 4, "Make provision for institutional uses..."
Agricultural Buffers <i>This policy interpretation is no longer applicable. Instead, see references listed in column to right.</i> <i>See Farmland Preservation Ordinance for requirements related to agricultural buffers.</i>	- Section LUN, Urban Agricultural Transition Area - Figure 32a and 32b, Open Space - Policy LU 1.6, "For developments... a minimum of a 150 foot wide urban agricultural transition area is required."

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The background of the page is a faded, sepia-toned photograph. It depicts a large wooden structure, possibly a bridge or a large roof, under construction. Several people are visible working on the structure. In the foreground, there is a large pile of what appears to be stone or brick masonry. The overall tone is historical and documentary.

SECTION II.

PLANNING CONTEXT

SECTION II. PLANNING CONTEXT

A. Brief History of Davis

This section provides a brief history of Davis and the surrounding area. An in-depth history of Davis is described in *Davisville '68, The History and Heritage of the City of Davis*, published in 1969.

Prior to recorded history, the Patwin Indians inhabited the area and were sustained by the abundant native plants and animals. Hunters, trappers and pioneer agriculturalists brought great changes in the 19th Century.

The Davis town site was established north of the original streambed of Putah Creek, Rio de los Puntos. Putah Creek is named after the Patwin Indian village of "Putah-to", which contains the Patwin root "pu", or "east".

In the early 1850's, livestock production and cultivation in the Sacramento Valley were profitable. A number of American and European immigrants sought title to portions of Rancho Laguna de Santos Calle, the unconfirmed Mexican land grant on which most of the current City of Davis and UC Davis campus are located.

Prominent early settlers were Jerome and Mary Davis, the son-in-law and daughter of Joseph Chiles, whose cattle interests in the area began in 1849. The Davis' holdings were expanded to 12,000 acres by 1858. By 1868, they moved to Sacramento and sold 3,000 acres of the Davis ranch to developers of the California Pacific Railroad.

In 1868, daily railroad service began from Vallejo to Davis Junction, spurring residential and business construction. The official town plat was recorded and covered a 32-block, 119-acre area that fronted on Putah Creek. By 1870, there were 400 citizens in Davisville. Agriculture remained the primary economic activity in the area through the end of the century.

In 1906, the University of California selected the site for the newly established State Agricultural Station near Davisville.

As a result of a disastrous fire in November 1916, the residents of Davisville voted to incorporate on March 20, 1917. The vote was 317 for incorporation and 87 against. The County Board of Supervisors adopted a resolution declaring Davisville incorporated under the name of The City of Davis.

On March 28, 1917, the City's incorporation was official. The resolution declared officers for the new city, including a Board of Trustees, a City Clerk, and a City Treasurer. At their first meeting, the Board voted John B. Anderson as president of the Board. By 1928, the mayor-council form of government was adopted.

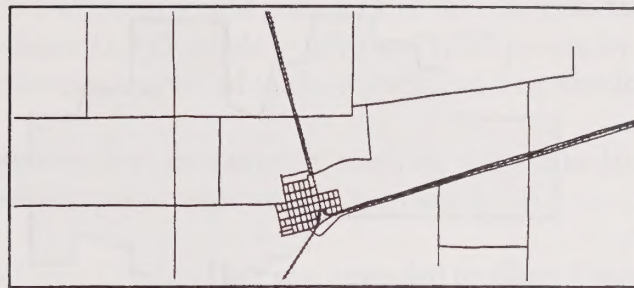
Both the campus and community experienced steady growth after 1922, when a four-year degree program was offered. In 1959, the UC Regents designated Davis as a general campus, with all major academic disciplines. Subsequently, enrollment grew rapidly and professional schools were added. Although remaining outside of the City's corporate limits, the University's presence has been and remains central to the growth, identity and culture of the city.

Figure 4 shows the growth of the City from 1923 to 1993, in the form of its street system. Figure 5 compares Davis' population and area to the cities of San Luis Obispo and Woodland.

B. Planning History of Davis

In 1925, a city planning commission was established and in 1927, zoning was adopted.

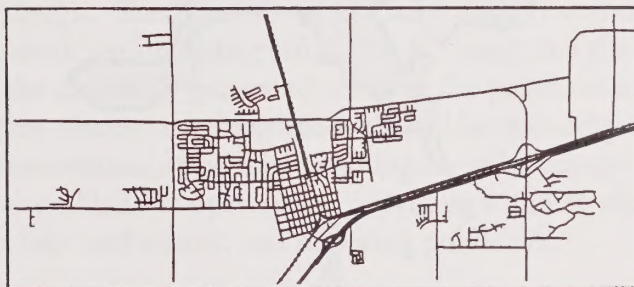
Davis' first comprehensive General Plan was adopted in 1958, which stated the community would grow slowly from 7,735 people in 1958 to between 30,000 - 35,000 people by 1980. The major tenets of the first plan were that Davis was to continue to be an attractive family-oriented residential community that maintains a friendly relationship with the University; that Davis was to continue to provide high quality public services and facilities; that Davis was to provide for a complete central business district and system of small neighborhood shopping centers with a high degree of convenience and service; that the highest use of agricultural soils would be encouraged; and that orderly development should be based on a sound economic base through the encouragement of attractive and acceptable industrial, distribution, research, administrative and professional activities and developments.



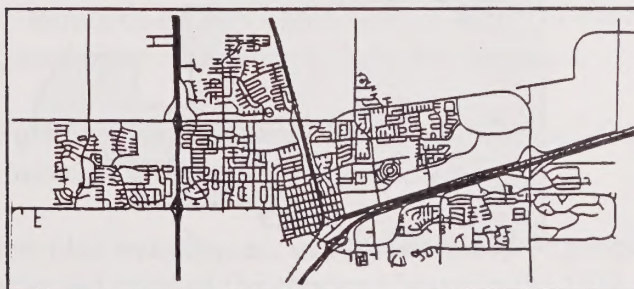
1923



1949

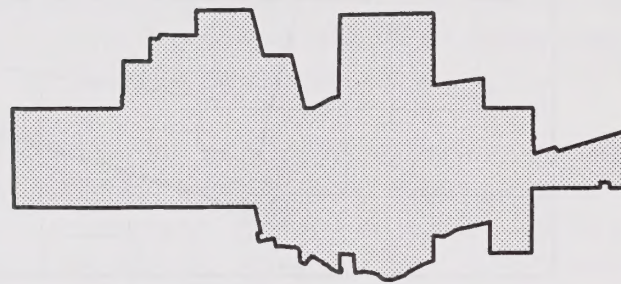


1969



1993

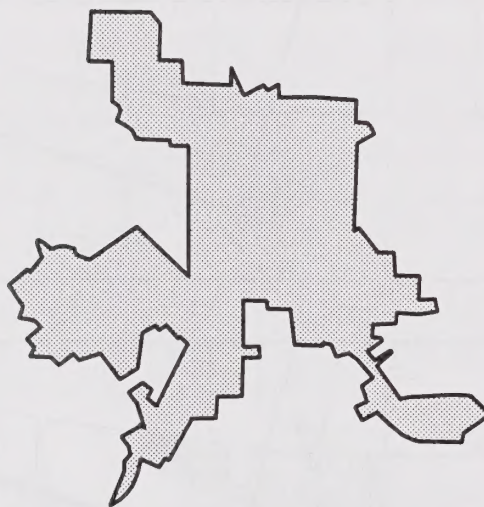
Figure 4: Growth of the City 1923-1993



Davis

52,600 population

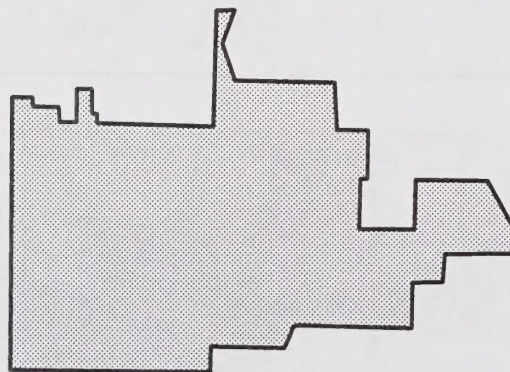
9.9 sq mi



San Luis Obispo

41,950 population

9.7 sq mi



Woodland

43,250 population

10.2 sq mi

Scale 3/4"=1 mi

Figure 5: Comparison of City Sizes, January 1, 1996

In 1964, the General Plan was amended because it was assumed the student population at UC Davis would grow to 15,000. The plan then assumed Davis would grow from 11,750 people in 1964 to 75,000 people by 1985. An additional objective was added to discourage leap frog development.

In 1967, a bikeway system was established, on-street bike lanes were delineated, and off-street bike paths began to be constructed.

In 1969, the Davis General Plan was amended to allow Davis to grow from 23,450 (1970) people to 90,000 by 1990 with a holding capacity of 110,000 people. The objectives were the same as the 1964 plan. However, the 1969 plan assumed UC Davis would grow to 17,000 students.

As a result of the 1969 plan, the community became alarmed by how large the community could grow and the Council appointed a 110-person committee which developed the 1974 plan. The 1974 General Plan assumed Davis would grow to 50,000 by 1990. It was the result of this plan that Davis gained national reputation for community efforts in energy conservation and several Davis architects, engineers and builders pioneered energy-efficient building and subdivision design. The Davis General Plan for the first time discussed managing growth yet providing affordable housing; that the community should provide for the internally generated needs of the people who work or study in Davis; and that distinct neighborhoods should be encouraged. This plan also addressed conservation, recycling, planning for solar energy use, preserving prime agricultural land as open space, providing a mix of affordable housing, planning for bike and transit, and requiring public art.

In 1975, the City enacted its own building code sections that included energy conservation standards for new construction. Many of the code provisions were subsequently incorporated into State requirements.

In 1977, the plan was amended because the City Council thought the City would not exceed 50,000 people by the year 2000.

In 1984, a new plan was adopted, still assuming 50,000 people by the year 2000. This plan expanded some of the concepts found in the 1974 plan, such as a detailed growth management program. This plan included an urban limit line concept with an agricultural buffer, phasing and an urban reserve designation. It also said commercial land outside of the Core area was possible and allowed mixed use developments. It also contained special policies for the Core area, University Avenue and Olive Drive; and a fiscal element.

In December 1987, the City Council adopted a new General Plan. The plan was in response to concerns about potential developments in the unincorporated portions of the Davis area. The plan assumed that Davis would grow from 50,666 people in 1987 in the Planning Area to about 75,000 people, which is an increase of about 50 percent. The plan assumed that approximately 9,700 new residential units would need to be built to accommodate the additional 25,000 people. It assumed that the total number of residential units in Davis would increase from 19,523 to 29,249 units.

The 1987 General Plan also stated the following:

- Davis would remain a small University-oriented town surrounded by farmland, greenbelt and natural habitat areas and preserves.
- The urban land uses designated on the General Plan land use map only contained the amount of land needed to accommodate the internally-generated needs of its residents and the regional fair-share housing need.
- The core would remain the retail/cultural/office center for the entire community designed at a pedestrian scale.
- University-related research businesses, administrative offices, and manufacturers using non-nuisance processes would be encouraged to locate in Davis.
- Each residential neighborhood would be served by a neighborhood greenbelt, retail, school and a park.

C. UC Davis and Surrounding Jurisdictions

This section looks at the relationships between the City of Davis and UC Davis and surrounding jurisdictions.

1. UC Davis

Since early days as the 778-acre “University Farm” for training in agriculture, UC Davis has grown to offer more than 100 undergraduate majors and 80 graduate programs in the College of Agricultural and Sciences, College of Engineering and College of Letters and Science. In addition, the university has four professional programs: the School of Law; the Graduate School of Management; the School of Medicine; and the School of Veterinary Medicine, the latter being the only such school in California.

Today, UC Davis is the northernmost and has the largest of the UC campuses, occupying 3,600 acres adjacent to the City of Davis and 5,200 total acres, including the Russell Ranch property 2½ miles to the west of the main campus. UC Davis is second among UC campuses in budget and total expenditures, and third in enrollment with just over 22,000 students in 1996.

UC Davis is one of the nation's top 20 universities in research funding and has made significant contributions in a variety of fields. Examples of special contributions and programs are: the viticulture and enology (wine making) department; the studio art program; AIDS research, combining the skills of medical, biomedical and veterinary scientists; bioengineering center for plant pathology research; an agricultural health and safety center; and institute for transportation studies; a center for neuroscience; and a center for studying the health of ecosystems.

The UC Davis Medical Center in Sacramento, the only level-1 trauma center in the interior of California, operates a teaching hospital, a regional burn center, cardiac services (including open-heart and transplant surgery), an eye and tissue bank, and a cancer center.

Enrollment and Employment. Table 2 shows the enrollment and employment trends of UC Davis. In 1995-96, UC Davis had a three-term average on-campus enrollment of 22,339, including the undergraduate colleges, graduate studies, and the professional schools (source: UC Davis Planning and Budget Office). This does not include students off-campus, such as at the UC Davis Medical Center in Sacramento.

In April of the 1995-96 year, UC Davis employed a total on-campus personnel of 9,944 persons, consisting of full-time and part-time academic, management and staff personnel. Including student staff, personnel consisted of 15,293 persons.

Housing. Approximately 92 percent of the UC Davis students live on campus, in the City, or elsewhere in the Planning Area.

Based on information in the University's Long Range Development Plan Environmental Impact Report (EIR), approximately 26 percent of the total students were housed on the UC Davis campus, in residence halls, apartments and group quarters.

Table 2
UC DAVIS ENROLLMENT AND EMPLOYMENT

	Enrollment on Davis Campus (3-Term Average)	Employment Excluding Student Staff	Employment Including Student Staff
1995-96	22,339	9,944	15,293
1994-95	22,251	9,707	15,043
1993-94	21,522	9,800	15,419
1992-93	21,060	9,550	14,856
1991-92	21,512	9,933	15,128
1990-91	22,343	9,747	15,121
1989-90	20,961	10,393	15,537
1988-89	20,315	9,850	14,411
1987-88	19,314	9,188	13,845
2005-06 Forecast	26,000	12,630	Not Available

Source: UC Davis Admissions and Personnel Offices, May 1996.
UC Davis Long Range Development Plan, 1994.

It is the University's currently adopted policy to provide housing for at least 25 percent of all students and 90 percent of the incoming freshman class. The City and the University entered into a Memorandum of Understanding in 1989. The MOU establishes a goal of providing on campus housing for 25% of the 1989-90 base population of 21,000 and for 35% of subsequent increases in student enrollment, but only to the extent that it is financially feasible. This goal was revised by U.C. Davis in the 1994 Long Range Development Plan to reflect a comprehensive target of achieving 25% of students on campus. The city and University representatives are considering various modifications to the 1989 MOU at this time.

Approximately 66 percent of UC Davis students live in Davis, occupying nearly one-third of all housing units in the City, with an average ratio of students per unit of 2.6. Approximately eight percent of the students live outside of Davis.

The University is also taking steps to add housing and meet its target of 25% of students living on campus. It is constructing 676 dormitory units in Orchard, Solano and Russell Park dormitories, and also plans additional beds in the Cuarto dormitory, Primero Grove and Webster/Emerson, all to be constructed by the beginning of the 2001-02 academic year.

Approximately one-half of UC Davis employees live in Davis. While the proportion of students living off campus in Davis has remained fairly steady, the proportion of faculty and staff living in Davis has been decreasing.

Long Range Development Plan. The Long Range Development Plan (LRDP) is a comprehensive plan that addresses physical planning issues for a campus of the University of California system. It is intended to guide physical development in order to achieve the academic needs and goals of the campus during the planning horizon of 2005-06. The current plan was adopted by the UC Regents in 1994.

The plan addresses University goals and growth; program needs; goals of physical development; and physical plan elements. Approximately 1,750,000 square feet of new space will be required on campus to meet projected academic, administrative, construction and support needs. The plan will enable the campus to accommodate an optimal enrollment of 26,850 students (26,000 at the Davis campus) by the year 2005-06. New housing will be required to continue providing on-campus housing for 25 percent of the student enrollment. New facilities and playing fields will be required to meet the physical education, intramural sports, and recreational needs of students. The LRDP also identifies Enterprise reserves to enable University partnerships with the private sector for University-related projects. The Enterprise reserve program is designed to use alternative funding mechanisms like public-private partnerships to create space in certain portions of the UC campus for research activities, faculty-staff housing, student housing, office space, recreational and cultural opportunities, and open space.

Six complementary planning concepts will guide development of the campus: the creation of positive environments for academic and social interaction; development of the entire campus as an educational resource; concentration of new development within existing developed areas of campus; maintenance of the open character of the campus; the augmentation of the LRDP with guidelines for campus neighborhoods or districts; and building upon the historic pattern of campus development.

The plan consists of elements that address land use; the campus open space system; and pedestrian, bicycle, and vehicular circulation on campus.

2. Surrounding Jurisdictions

Although other jurisdictions are sovereign, the City of Davis is interested in the plans of surrounding jurisdictions for various physical, social and economic reasons. The land use and resource policies of other jurisdictions can affect the region's population, housing, economy, air quality, water supply and quality, drainage, mobility, open space, and long-term viability of agriculture. The City of Davis may find that it is in its interest to develop policies which support the policies of other jurisdictions (on such issues as agriculture) or reach agreements with other jurisdictions (on such issues as habitat management).

Below is a brief summary of the General Plans for the surrounding areas. Figure 6 shows the planning areas and spheres of influence of the jurisdictions surrounding Davis.

The Yolo County Local Agency Formation (LAFCO) adopts Spheres of Influence to assist decisions on boundary changes of cities and special districts. Planning areas are adopted by the individual cities themselves, and sometimes overlap. When this occurs, there is no legal problem, since planning areas do not carry regulatory weight.

Yolo County General Plan. The Board of Supervisors adopted the most recent Yolo County General Plan on July 17, 1983. While there have been some policy changes since that time (land use policies specific to the Knight's Landing development were updated in 1990), there have been no comprehensive revisions of the Plan since its adoption. County policy and practice is of critical importance to future expansion and maintenance of the agricultural setting with limited urbanized areas in the land outside the city. The County's goals of agricultural preservation and contiguous urban development are generally consistent with Davis policies.

The County General Plan contains 42 goals. The goals which relate to Davis are as follows:

- Protect prime and other agricultural land from urban development.
- Create urban open spaces, greenbelts and scenic highways.
- Discourage urban sprawl.
- Continue to improve existing urban uses and place new urban uses in existing planned urban areas.
- Conserve natural resources.

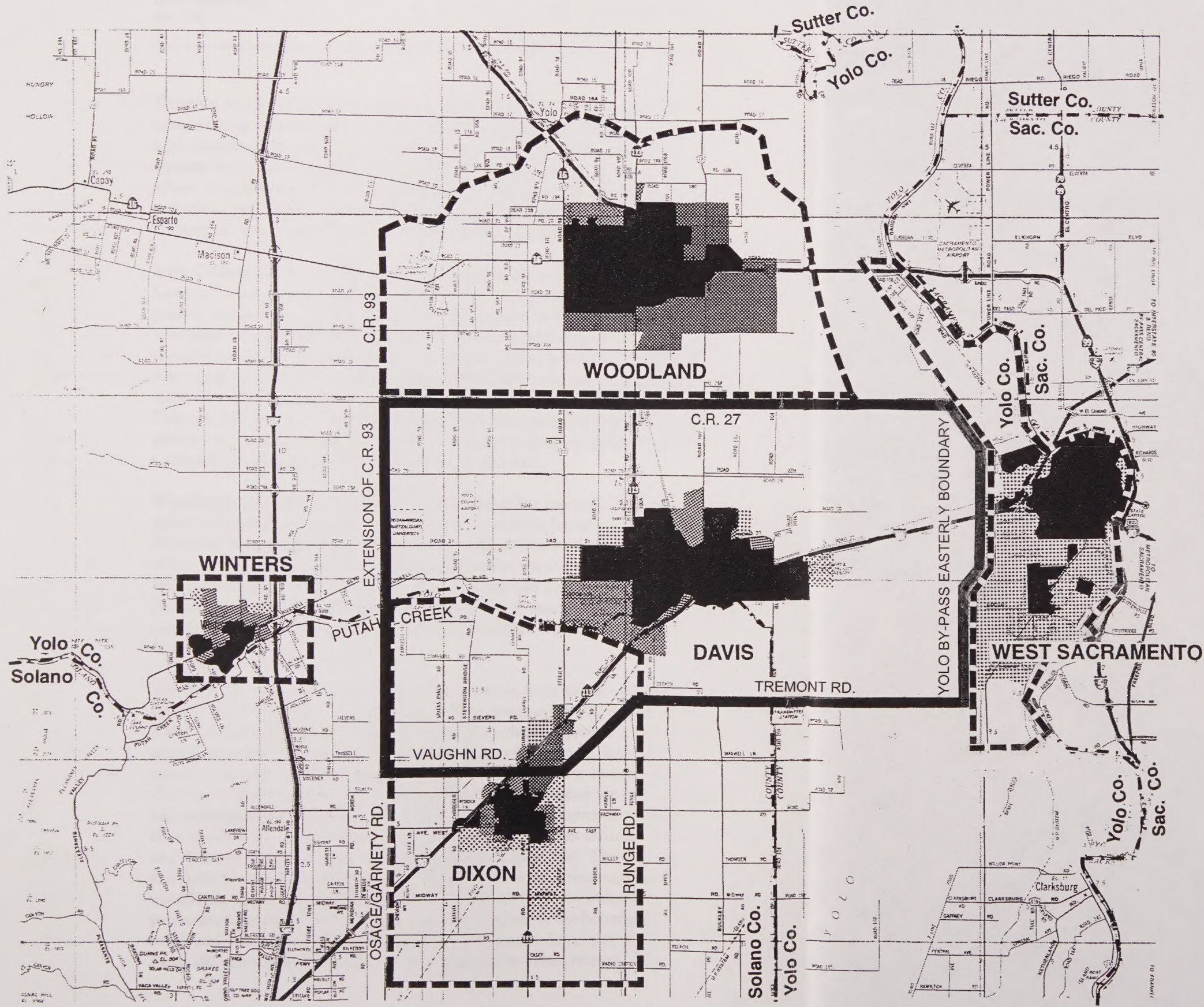
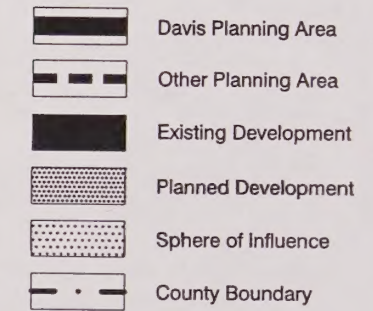
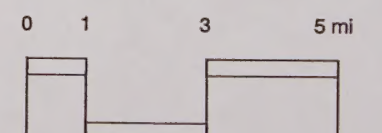
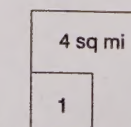


Figure 6
Surrounding
Planning Areas and
Spheres of Influence



- NOTES**
1. This map is intended to show general boundaries for regional context. The boundaries are not precise and are subject to amendments by the jurisdictions.
 2. The Planned Development area and the Sphere of Influence area are the same for the City of West Sacramento.

Davis General Plan



The plan contains significant policies related to vigorously conserving and preserving agricultural land; non-agricultural land uses are prohibited from agriculturally designated areas. An administrative policy states that “Yolo County shall require urban development to be placed within city limits in urban areas of Davis, Woodland and Winters”. The plan also discusses preserving open spaces (such as streams, drainage channel, rivers and habitat), creating an open space corridor plan and establishing wildlife areas.

Yolo County Davis Area General Plan. In addition to the Yolo County General Plan's goals and policies, the Davis planning area is affected by the policies and land use map found in the Yolo County Davis Area General Plan. This plan was adopted by the Board of Supervisors on August 3, 1976. Most of the land on the County land use map is designated for agriculture with some land being designated for residential and limited industrial land uses. Although some of the land uses are in conflict with the existing City of Davis General Plan, the basic policy statement conforms with the Davis General Plan. The policy states that all urban development within the sphere of influence of the City of Davis should take place only after annexation.

Woodland General Plan. The City of Woodland lies approximately seven miles north of Davis and had a population of 44,140 on January 1, 1997. The Woodland City Council adopted a new Woodland General Plan in February of 1996. Following adoption of the General Plan by the City Council, a referendum petition was submitted. The Plan was put on the ballot in November of 1996 and Woodland residents voted to retain the General Plan as adopted by the City Council. The 1996 General Plan replaces the previous General Plan of 1988.

The 1996 Plan foresees the city population growing from 42,500 residents in 1995 to 66,000 by 2020, eventually covering approximately 10.2 square miles. The Plan also assumes an increase in employment from 15,400 to 35,000 in the same time period. With concerns over development pressures, floodplains, preservation of prime agricultural land, preservation of town character, and efficient extension of infrastructure, the Plan defines an urban limit line. This line encompasses all land to be considered for urban development within the time frame of the General Plan (2020). The Plan encourages infill development and re-use of underutilized lands within the urban limit line. The Plan also envisions that a permanent urban limit line will protect agricultural land outside the city in perpetuity. The western and northern boundaries of the permanent line coincide with the urban limit line, while the boundaries to the south and west will be determined after further study. Areas east of County Road 102 and south of Main Street are designated as urban reserve. The

boundary of the LAFCO Sphere of Influence study for Woodland coincides with the planning area boundary.

West Sacramento General Plan. The City of West Sacramento is located approximately nine miles east of Davis and had a population of 30,467 as of January 1, 1993. The West Sacramento City Council adopted its first General Plan in 1990. The LAFCO Sphere of Influence study is coterminous with the city limits. The general plan area of interest extends west to the easterly city limits of Davis.

The West Sacramento General Plan assumes the city would grow from 27,756 people in 1988 to 79,903 in 2010. The plan does not discuss phasing the growth, but it is acknowledged that before 40,000 people can be located in the Southport area (the area south of the Deep Water Ship Channel), many major infrastructure improvements must be made.

Winters General Plan. The City of Winters is approximately 14 miles west of Davis and had a population of 4,875 on January 1, 1993. The Winters General Plan, which was adopted in 1992, assumes a three percent growth rate from a population of 4,500 people in 1992 to 12,500 by 2010. The plan does not include a phasing plan except to say services must be available. The plan includes an urban limit line concept showing where the urban uses are expected for the next twenty years. The Urban Limit Line assumes the city will contain 1,980 acres, (1,277 are already in the city) and is bounded by I-505 on the east, Putah Creek on the south, County Road 88 on the west and County Road 32- A on the north. The plan also includes a study area northwest of the urban limit line, where additional land may be allowed within the city in the future. The LAFCO Sphere of Influence is coterminous with the General Plan map.

Solano County General Plan. The Solano County General Plan was adopted by the Solano Board of Supervisors in 1980. Generally the Solano County General Plan conforms with the Davis General Plan policies. Solano County's General Plan contains policies regarding preserving agricultural land and encouraging urban development within existing communities.

Solano County's Proposition A was adopted by the voters in the mid-1980's and stated that no urban development can occur outside city spheres of influence. The principles contained in Proposition A were renewed by Solano County's voters in 1995 with the passage of a measure called the Orderly Growth Initiative. The initiative works similarly to Proposition A and is valid through 2010.

Most of the land in Solano County within the Davis Planning Area is designated for intensive agriculture except for the land at the Pedrick Road interchange which is designated for highway commercial. Putah Creek is designated in the Park and Recreation Element as a recreation resource area.

Dixon General Plan. The City of Dixon is approximately 7 miles south of Davis and had a population of 11,824 people on January 1, 1993.

The Dixon City Council updated its General Plan in 1993. The 1993 Plan accommodates a population of about 20,325 by 2010 and also contains a policy which encourages the preservation of open space between Davis and Dixon to maintain community integrity and urban form. Population projections under the Plan are based, in part, on Measure B which allows a 3 percent growth rate in total housing units per year, bringing the City's total to 6,775 by 2010. Dixon had an estimated 3,911 housing units on January 1, 1993. Designed to better balance the City's land use, the Dixon General Plan shows a considerable increase in the amount of land being designated for planned business/industrial, highway commercial and residential.

The Dixon Sphere of Influence northern boundary, closest to Davis, is south of Tremont Road.

SECTION III.

VISIONS



SECTION III. GENERAL PLAN VISIONS

The visions in the General Plan are broad philosophical statements describing desired end states. They are intended to convey purpose and mission and are not necessarily attainable now or in the foreseeable future. The vision statements set the tone for the goals, policies, and actions in Section IV through VII of the General Plan, but they are not prescriptive or legal mandates.

1. Quality of Life

- Value, support and nurture Davis' individuals, families and youth; their quality of life; and the ethic of lifelong learning and contribution.
- Foster a safe, sustainable, healthy, diverse and stimulating environment for all in the community.
- Promote wellness, strive to be a community where basic human needs are met, and provide opportunities for all community members to reach their maximum potential.
- Become a community where the impacts of traffic, noise, pollution, crime and litter are minimized.

2. Small Town Character

- Maintain Davis as a cohesive, compact, university-oriented city surrounded by and containing farmland, greenbelts, natural habitats and natural resources.
- Reflect Davis' small town character in urban design that contributes to and enhances livability and social interaction.
- Maintain a strong, vital, pedestrian-oriented and dynamic downtown area.

- Encourage carefully-planned, sensitively-designed infill and new development to a scale in keeping with the existing city character.

3. Diversity

- Celebrate and encourage a diverse cultural community.
- Identify and promote changes of those social structures which limit equal access or participation on the basis of race, ethnicity, culture, age, education, religion, gender, sexual orientation, disability, or socio-economic background.

4. Arts and Culture

- Promote and support the arts, emphasizing the potential for the arts to build strong community character.
- Identify and preserve Davis' archeological, historical and cultural resources. Foster understanding and appreciation of the city's heritage.

5. Natural Resource Protection and Restoration

- Promote a clean, safe, healthy, livable and ecologically sound environment for today and the future.
- Pursue sustainability.
- Minimize impacts on Davis' land, water, air and biological resources and seek to enhance and restore Davis' environment, through such projects as wetlands and multi-functional drainage ponds.

6. Distinct Neighborhood Identity

- Preserve and create an array of distinct neighborhoods so that all residents can identify a neighborhood that is "home" for them.
-

- Promote in each neighborhood a diversity of housing options that will enable people with wide range of needs, economic levels, cultural identities and ages to live in Davis.
- Enhance neighborhoods by supporting schools, retail centers, parks and community facilities that can be the foci and gathering places for each neighborhood.

7. Broad Range of Services and Businesses

- Develop a broad range of services and businesses to meet the daily needs of Davis citizens for employment, shopping, education and recreation.
- Promote economic vitality by developing a diversity of business enterprises.
- Promote equal opportunities in employment.

8. Neighborhood-Oriented Transportation System

- Encourage a clean, quiet, safe and attractive transportation system that harmonizes with the city's neighborhoods and enhances quality of life.
- Promote alternative transportation modes such as bicycling, walking, public transit and telecommuting.

9. Parks and Open Space Program

- Implement an open space program that creates, preserves and enhances open space and wildlife habitat.
- Provide a park system and recreational programs and facilities that meet the diverse needs of Davis citizens, enhance the environment and foster a sense of community.

10. Agriculture

- Protect the viability of agriculture and prime agricultural land in and around Davis.
- Encourage agriculture practices that are not injurious to the city's environment or residents.

11. Synergistic Partnership with UC Davis

- Recognize and strengthen the positive synergistic partnership between the City and UC Davis.

12. Regional Context

- Recognize Davis' role within the broader region.
- Make decisions on City policy with an understanding of regional impacts.
- Maximize available resources through joint planning with other agencies and jurisdictions.

13. Regional Leadership

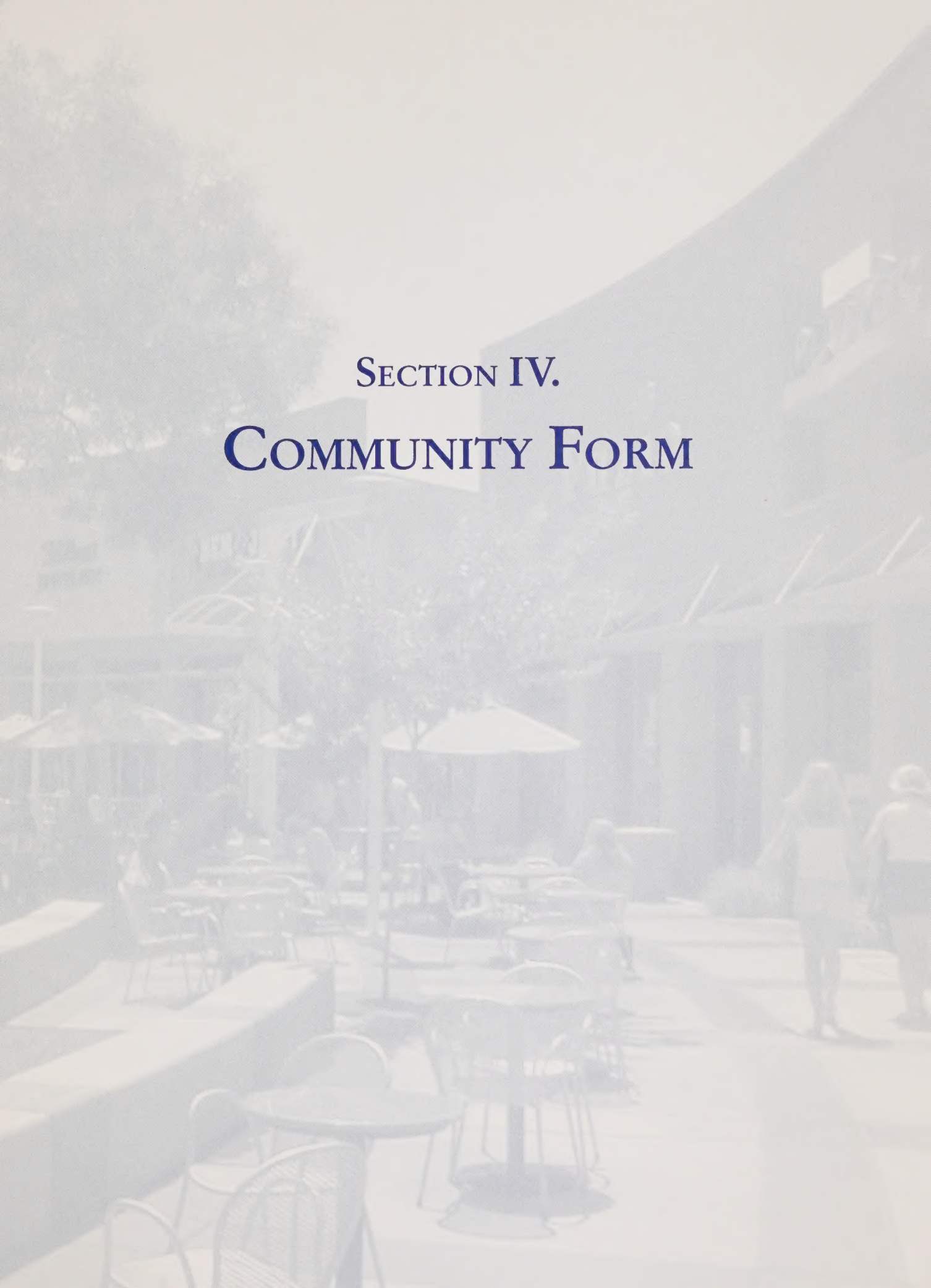
- Make Davis a regional leader in slow and well-managed growth, agricultural and environmental preservation, and cultural diversity.

14. Accountable, Citizen-Based Planning

- Involve citizens on a continuous basis in all aspects of planning.

15. Embracing Technology

- Make the advantages of new technologies available to Davis residents.
- Embrace information technology as a tool for solving problems.



SECTION IV.

COMMUNITY FORM

Chapter 1. Land Use and Growth Management

BACKGROUND

The way we use the land, today and in the future, is at the heart of the General Plan. Land use decisions affect all other aspects of the City including traffic, noise and air quality; opportunities for jobs, housing and businesses; community character and design and the need for public facilities and services of all types. This chapter provides the basic facts regarding existing land uses in and around the City, trends for future land use, and various opportunities for change or maintaining existing patterns.

Existing Land Use

Table 3 shows the estimated number of housing units and amount of commercial development by planning sub-area in Davis as of January 1, 1998.

The data reveals the following basic facts:

- The total number of housing units (including dwelling unit equivalents for living group quarters) was 22,074 in the City.
- The sub-area with the most existing housing units is Central Davis, followed by East Davis.

Figure 7 shows vacant land within the City as of May 31, 1996. Table 4 shows the number of acres of vacant land by sub-area.

Growth Management and Growth Limits

Since UC Davis became a general campus of the University of California in the early 1950's, Davis' average growth rate has been among the highest in the Sacramento Metropolitan Area. Concern about this growth rate was expressed by the electorate in June 1986, when 58 percent of those voting approved an advisory measure calling for Davis "to grow as slow as legally possible."

The following provides a chronology of Council and community decisions on growth in the past two decades:

1973	General Plan adopted with an anticipated population of 50,000 by the year 1990.
June 1982	General Plan text amended to reflect revised goal of 50,000 in the year 2000.
February 1984	General Plan adopted, anticipating a population of 50,000 in the urban area by the year 2000.
June 1986	City of Davis voters approve Measure L, an advisory measure to “grow as slow as legally possible.”
June 1987	South Davis Specific Plan approved, allowing 1,800 residential units.
November 1986	Pass-through agreement among City, Redevelopment Agency, and Yolo County. Agreement requires Agency to pass through a portion of its property tax revenues to Yolo County. The Agency may stop payments if the County approves urban development within the City’s planning area, but only if the City maintains an average population growth rate of 1.78 percent per year.
December 1987	General Plan adopted, accommodating a population of 75,000 in the Davis Planning Area by 2010 and 27,390 total units within the City of Davis, for an approximate city population of 65,500.
February 1989	South Davis Specific Plan amended to be consistent with the General Plan, including a reduction to 1,510 residential units.
1989-1994	Several Development Agreements approved, including Mace Ranch, Woodbridge, Evergreen, and Wildhorse.
May 1995	Voters ratify the Wildhorse Development Agreement.

Table 3
EXISTING LAND USE AS OF JANUARY 1, 1998

Residential Units

Planning Areas	Low Density	Medium Density	High Density	Total
Northwest	0	0	0	0
North Central	807	0	120	927
Northeast	0	0	0	0
West Davis	2,402	48	1,554	4,004
Central Davis	3,608	298	3,574	7,480
East Davis	2,763	0	1,781	4,544
East Davis/Mace	720	63	48	831
Core Area	217	6	291	514
South Davis	1,936	148	1,371	3,455
Southeast	0	0	0	0
Gateway/Olive Dr.	154	0	165	319
City Totals	12,607	563	8,904	22,074

Note: Mobile homes counted as low density. Condominiums counted as medium density.

Non-Residential Uses

Planning Areas	Neighborhood Retail	General Commercial	Office/ Business Park	Industrial	Total
Northwest	0	4,000	13,000	0	17,000
North Central	0	19,000	71,000	564,000	654,000
Northeast	0	0	0	0	0
West Davis	55,000	11,000	57,000	0	123,000
Central Davis	276,000	29,000	188,000	0	493,000
East Davis	124,000	278,000	202,000	131,000	735,000
East Davis/Mace	0	0	104,000	44,000	148,000
Core Area	48,000	516,000	459,000	0	1,023,000
South Davis	137,000	286,000	455,000	61,000	939,000
Southeast	0	0	0	0	0
Gateway/Olive Dr.	0	140,000	4,000	0	144,000
City Totals	640,000	1,283,000	1,553,000	800,000	4,276,000

Note: Public uses, including Sutter Davis Hospital in the Northwest planning area, are not included in the data in this table.

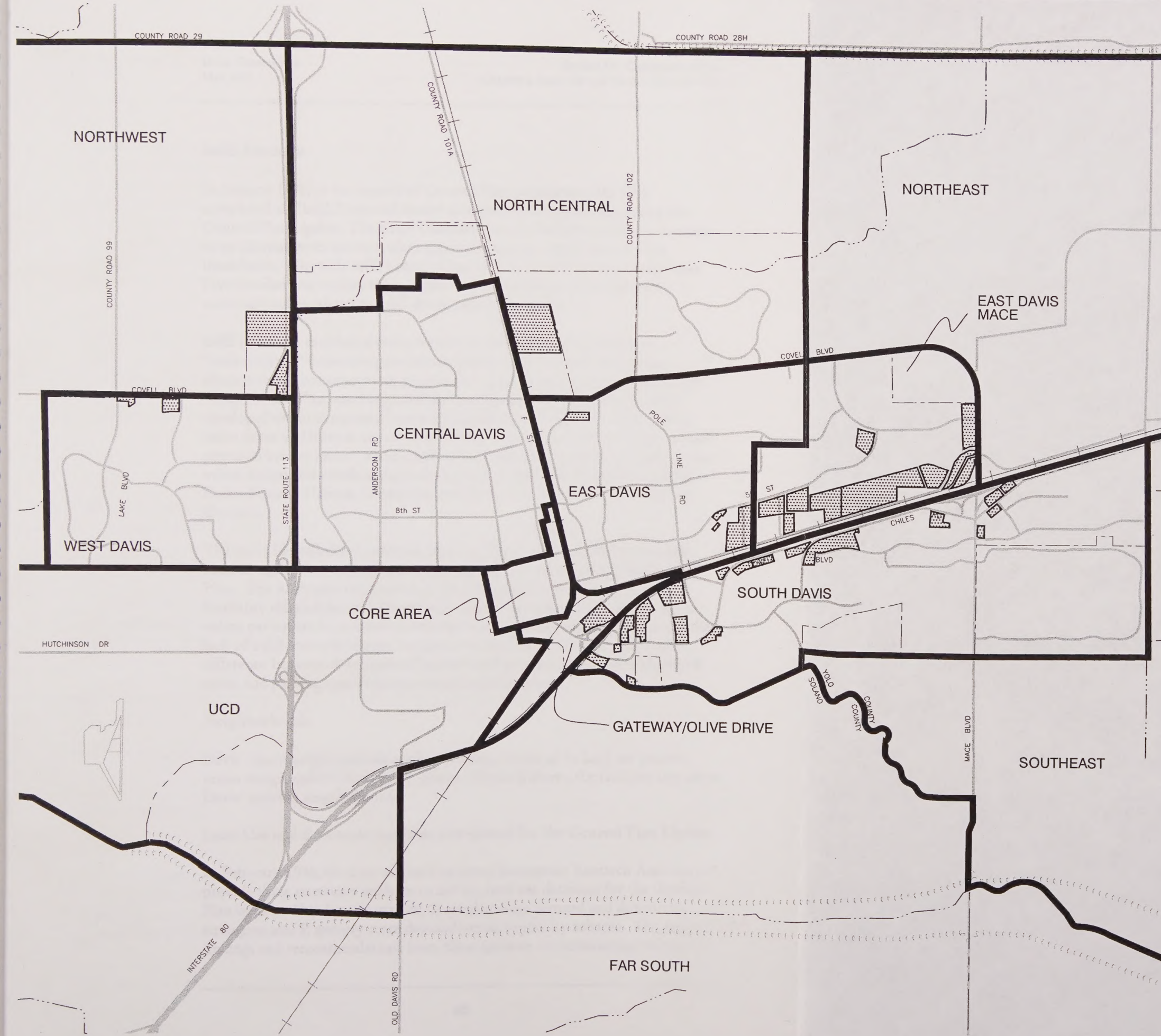
Table 4
ACREAGES OF VACANT LAND WITHIN CITY
AS OF MAY 31, 1996

Planning Subareas Within City	Vacant Land
Northwest	31.1 acres
North Central	67.0 acres
West Davis	141.4 acres
Central Davis	12.3 acres
East Davis	39.0 acres
East Davis – Mace	329.6 acres
Core Area	0.8 acres
Gateway	16.9 acres
South Davis	372.5 acres
Total Vacant Land Within City	1,009.8 acres

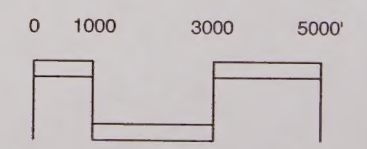
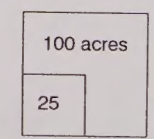
Note: The following lands are not annexed the time of this survey: Wildhorse; Willowbank 9; Nishi Property; and Covell Center.

Figure 7
Vacant Commercial
Land Within City

-  Vacant Nonresidential Land Within City (Jan, 98)
-  Planning Sub Area Boundary



Davis General Plan



Infill Potential

In January 1996, at the request of General Plan committees, the City completed an "Infill Potential Study" as a technical analysis supporting the General Plan Update. The study examined the potential for infill development as an alternative to accommodating growth through expansions to City boundaries. Citywide infill potential was assessed based on 36 potential sites. Five detailed case studies were prepared to examine specific design and economic issues related to infill development feasibility.

Infill is defined as urban development or redevelopment on vacant or "underutilized" urban-designated land within a city's boundaries, as an alternative to accommodating growth through expansions of city boundaries. "Underutilized" urban-designated land is defined as developed or partially developed urban-designated land which could be developed in other uses or more dense and intense use consistent with City policies, surrounding uses and potential impact issues. Vacant and urban-designated lands do not include non-urban designations such as Agriculture, Urban Agriculture Transition Area, Parks, Natural Habitat, Greenbelts and Greenstreets nor creeks, sloughs or channels.

The study identified the potential for more than 1,000 residential units and 300,000 square feet of retail and office use beyond those in the 1987 General Plan. The study also indicated that the following factors make financial feasibility difficult for an infill project: high cost of land; large differences in values per square foot between detached and attached single-family homes; the lack of a difference in impact fees based on the size of the unit; the small difference between development fees for infill projects and peripheral growth areas; and parking requirements versus available space.

Neighborhoods

Davis' many neighborhoods are key building blocks of its land use pattern, urban design and transportation system. Figure 8 shows the facilities that serve Davis' existing neighborhoods.

Land Use and Economic Analyses Completed for the General Plan Update

In February 1996, the City of Davis retained Economics Research Associates to provide three economic analyses to inform land use decisions for the General Plan update: 1) industrial market; 2) retail acreage demand and downtown strategies; and 3) grocery store demand versus supply by subarea. The major findings and recommendations from these analyses are summarized below.

Industrial market. The study concluded that there is existing unmet demand for new industrial space in Davis and that Davis could accommodate 200 to 250 gross acres of industrial growth through 2010. The major dilemma facing Davis regarding the industrial market is that much of the regional industrial market serves the warehouse and distribution sector, for which Davis does not offer any competitive advantage relative to other cities in the market area. In fact, Davis' industrial development price structure (due to Mello-Roos burdens, fees and land costs) essentially prohibits Davis from attracting a major share of this important regional sector.

The sector for which Davis offers advantages –high tech startups, R&D and manufacturing – demand either more affordable space, larger lots than Davis in its inventory, or lots located away from residential uses. Without resolving this dilemma, Davis is not in a position to absorb the amount of industrial development assumed in the Major Projects Financing Plan, creating public facility financing cash flow problems for the City.

Recommendations for consideration included the following:

- Develop a strategy that targets higher value-added, technology oriented industrial uses that are attracted to Davis' competitive advantages, particularly its University linkages, educated workforce and quality of life for employees;
- Offer a variety of lot sizes for these industries, including affordable incubator facilities for start-ups, flexible R&D space, and large lots (20-50 acre lots that may be assembled) for manufacturing firms and build-to-suit developments;
- Shorten the approval process with discretionary approvals completed up front; and
- Relieve the Major Projects Financing Plan fee burden for industrial uses by reviewing the nexus assumptions.

Retail acreage demand and downtown strategies. Findings and conclusions included the following:

- Excluding the grocery and automotive sectors, Davis area retail sales amounted to only 54 percent of community demand. Compared to northern California communities of similar size, Davis is one of the lowest sales tax generators on a per resident basis. Much of the \$112 million in

sales tax leakage flows to Sacramento and Woodland and is concentrated in the apparel and general merchandise sectors.

- Davis' automotive sector is by far its most important sector in terms of sales tax generation, accounting for 41 percent of the City's total sales tax revenue.
- The retail strength and market niche of Davis' downtown consists of eating and drinking establishments, small specialty shops, theater, cinema and service establishments. The downtown satisfies less than one-tenth of the community's need for apparel, accessories, general merchandise and department store space.

Recommendations for consideration included:

- The updated General Plan should accommodate two new community scale shopping centers or districts to intercept 50 or 60 percent of the retail leakage. The first community shopping center should be 20 to 25 acres in size and should have a strong (60 percent or more of the floor area) apparel and soft goods emphasis. The second center will require 20 to 30 acres, is probably ten or more years away and its composition should be determined at a later date.
- Large warehouse style retailers (in excess of 60,000 square feet) are inappropriate given the nature and scale of the Davis market. Their competitive impacts would be excessive and do not target the nature of the Davis market.

To protect the future vitality of downtown Davis and the distinctive character of the city, future restaurant and cinema developments should be channeled into the downtown vicinity.

- The General Plan should accommodate the expansion of the automotive sector, specifically the auto dealers, by approximately 50 percent over the next 20 years. Such an expansion of the current 20 acres in auto dealers could be accommodated on the additional 15 acres of undeveloped land in the auto center district.

Grocery store demand versus supply by subarea. The findings of this analysis included the following:

- The Davis area currently has sufficient demand for one additional neighborhood center (anchored by a supermarket and drug store) of approximately ten acres. The development of a second neighborhood center in the immediate future would impact existing stores.
- If one neighborhood center is developed in South Davis, sufficient demand for the second store will not materialize in East Davis for approximately a decade. In the 2005 to 2015 time frame, a second neighborhood center of this scale may be needed.

Subsequent grocery store supply and demand studies (including, BAE, 1998) found that if either 25,000 or 40,000 square feet of grocery store space is built at Mace Ranch then one or two existing grocery stores would be negatively impacted, even with the residential buildout of the General Plan. New, unanticipated residential uses would be needed to off set this impact.

Note: The recommendations in all of the land use and economic analyses described above were considered and weighed against other community objectives but were not necessarily incorporated into the General Plan Update adopted by City Council. Some of these recommendations related to community scale shopping centers and industrial uses were not implemented in the General Plan Update because of concerns with other general plan goals and policies, various impacts on the community and fiscal revenue/costs.

PRINCIPLES USED IN CREATING LAND USE MAP

The land use map (Figure 11) portrays the ultimate uses of land in and around Davis. It is to be read in conjunction with the descriptions of the land use categories, which follow, and which describe the intent, allowed uses, and special regulations within each land use category. The land use map shows areas intended for urban development during the term of the General Plan. Other areas are not intended for urban development.

The land use map has been created to implement the following principles, which form the foundation for land use planning in Davis:

1. Provide land use and zoning categories to generally reflect existing densities and to allow for a broad range of housing types, configurations and densities.

2. Focus growth inward to accommodate population increases. Infill development is supported as an appropriate means of meeting some of the city's housing needs.
3. Create and maintain housing patterns that promote energy conserving transportation methods.
4. Accommodate new buildings with floor area ratios that can support transit use, especially within $\frac{1}{4}$ mile from commercial areas and transit stops, but maintain scale transition and retain enough older buildings to retain small-city character.
5. Support the opportunity for efficient public transit by siting large apartment complexes on arterial streets, in the core and near neighborhood centers and the University.
6. Site local services, retail and recreation strategically to minimize the lengths of trips and to facilitate walking, bicycling and transit use as alternatives to auto use.
7. All neighborhoods, both new and existing, should include a centrally located hub or activity node within walking distance of housing in the neighborhood, as illustrated in Figures 9 and 10. Transit stops, neighborhood commercial uses and activity centers should be in this hub. Hubs should be designed to support transit, pedestrian and bicycle travel, and to serve neighborhood needs.
8. Provide locations in several sectors of the City for commercial services, such as automobile sales and repair, building materials and yards, nurseries, banks, and convenience stores.
9. Designate neighborhood shopping centers and, where feasible, create a neighborhood activity center in each neighborhood area.
10. A maximum of three acres of commercial uses may be permitted within an area with residential designations on the map.
11. Protect residences and other sensitive uses from noise, air pollution and traffic related impacts.
12. Designate areas along the freeway for aesthetically pleasing, non-noise-sensitive uses that will provide a noise buffer for adjacent residences.

13. Maintain lands for open space land uses including outdoor recreation, natural habitat preserves and agriculture within and beyond the proposed urban-development boundaries.
14. Create an open space buffer between urban and agricultural uses to maintain the integrity of the adjoining agricultural/natural areas, to serve as a transitional space between urban and rural lands, to provide a visual edge, and to be an aesthetic and recreational resource.
15. To preserve existing agriculture and control growth, relocate the boundary of the General Plan Area farther to the west from the current County Road 97D (one mile west of Stonegate) to County Road 96 (2½ miles west of Stonegate). This is intended to increase Davis' area of planning concern farther into the possible growth area of the city of Dixon, not to expand the urban growth area.
16. Do not delineate any particular parcels or areas for acquisition, preservation or enhancement activities in rural areas until the City or other responsible entity is successful in establishing a program for the site with willing landowners. This is in the interest of not unduly disturbing rural landowners and others.
17. Designate land within one mile of the new Davis landfill as Agriculture in order to prohibit urban development on it.
18. Focus community-serving retail shopping uses in the Core Area and to a limited extent in areas designated Neighborhood Retail and General Commercial. General Commercial areas are intended to provide for primarily commercial service uses and may allow moderate size community retail stores subject to discretionary review.

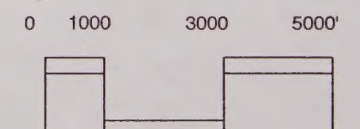
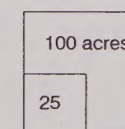
A moderate-sized community retail store (up to 30,000 square feet) located in the General Commercial land use designation (that is, not in the downtown or an existing neighborhood retail center) must be a "stand alone" retail use and not part of a retail cluster.

Figure 8 Neighborhood Facilities

-  Neighborhood Retail
(Circles Represent Areas within 1/4 Mile or 1320')
-  School
-  Park
-  Core Retail



Davis General Plan



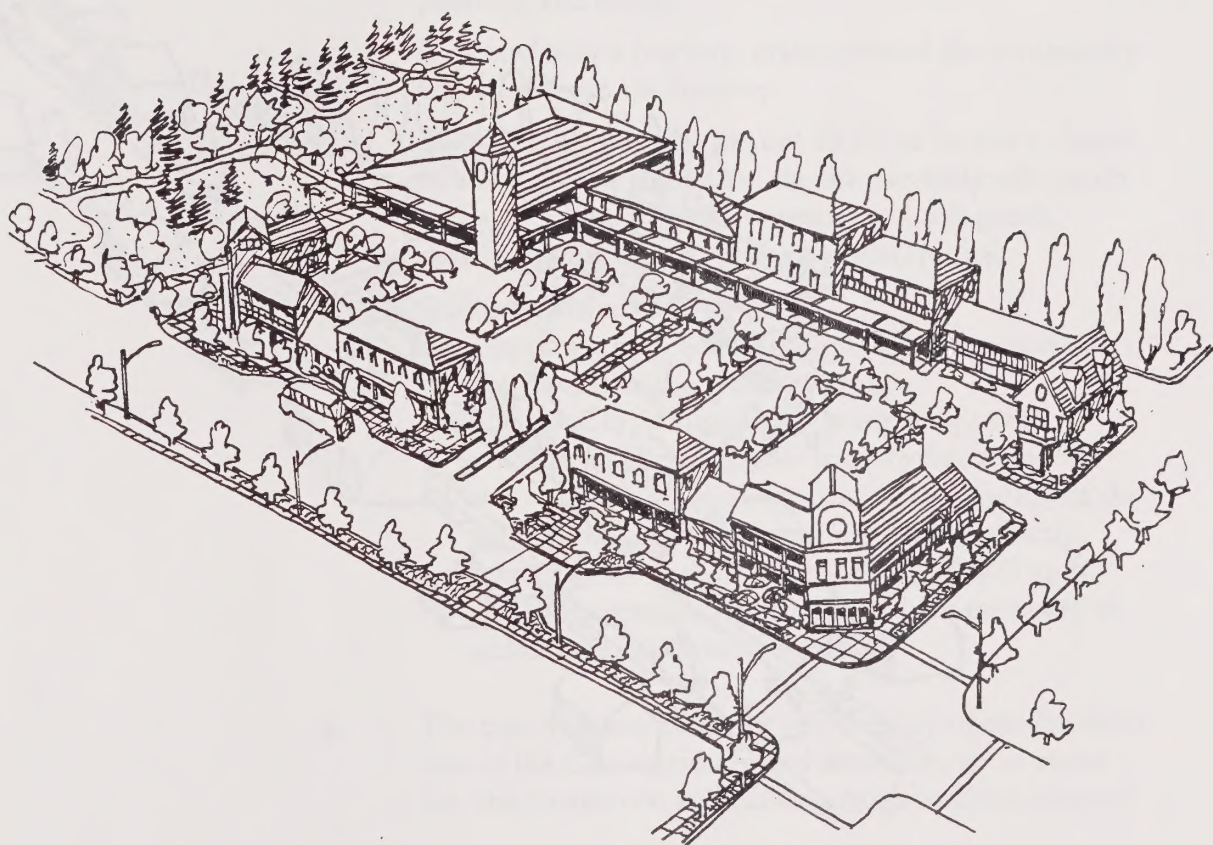


Figure 9: Neighborhood Center Concept

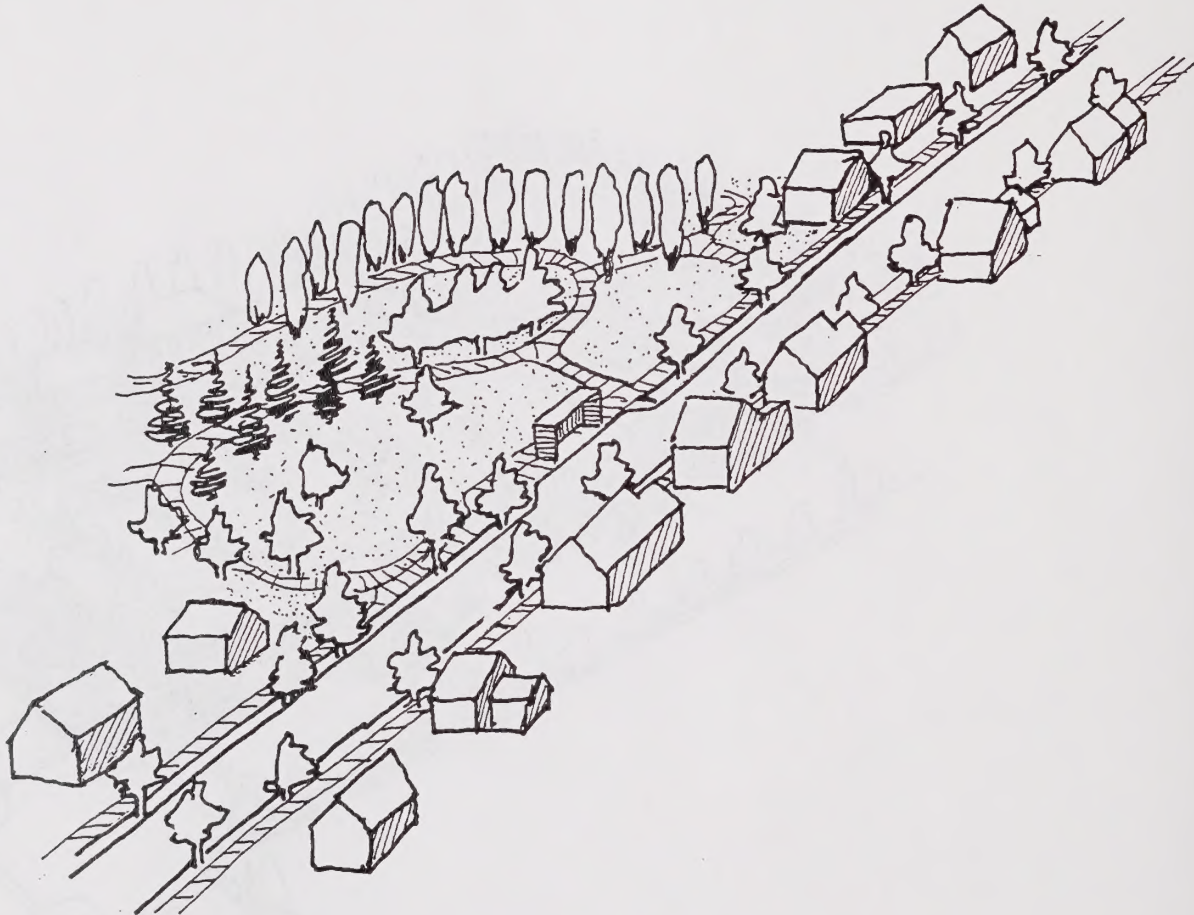


Figure 10: Neighborhood Transit Stop Concept

Moderate-sized community retail under consideration is conditionally allowed and shall meet the following criteria:

- a. Must be designed and located to maximize accessibility and safety for pedestrians.
- b. Have a uniform design which is consistent with and complimentary to the City's small town ambience and neighborhood preservation goals.
- c. Incorporate state-of-the-art energy conservation in its planning and design.
- d. If located near a freeway, orient toward the community and away from the freeway.
- e. Favor retail types that are not likely to be able to locate in the downtown and that are not currently adequately available in Davis (such as apparel and soft goods, appliances, home furnishings and electronics).
- f. Shall be allowed only if:
 - 1) The downtown or neighborhood centers cannot accommodate the retail type, and
 - 2) The retail type in question is not adequately available in Davis. Under this provision, the size and type (for example appliances, electronics) of the conditionally allowed retail use shall be strictly limited to the maximum size (up to 30,000 sq. ft.) and to the specific type(s) of retail use necessary to address the community's need(s).
- g. The uses may not endanger the viability of similar retail uses in the City's primary and secondary retail zones (i.e. the downtown and existing neighborhood centers).
- h. Retain the overall City goal of maintaining the economic vitality of the downtown and neighborhood centers, and assure, using economic studies, that any community-serving retail use is consistent with this goal.

It is the intent of this General Plan to prevent major concentrations of retail uses that would compete with the downtown and neighborhood centers. To implement this intent, prohibit new designations or rezonings for retail shopping centers outside of the downtown and neighborhood centers (a pattern commonly found in other suburban and urban edge cities) because such planning is considered inconsistent with desired goals related to community

character, downtown primacy, alternate transportation (including pedestrian, bicycle and public transit) and the stability of existing and planned retail areas.

LAND USE CATEGORIES

This section explains the intent, allowed land uses and other regulations for each land use category shown on the land use map in Figure 11. All land uses must conform to the regulations for the mapped land use categories.

Figure 11a

Planning Area

Land Uses

	Residential-Low Density 3.00-5.99 Units Per Gross Acre and 3.60-7.19 Units Per Net Acre (Including Density Bonuses)
	Residential-Medium Density 6.00-13.99 Units Per Gross Acre and 7.20-16.79 Units Per Net Acre (Including Density Bonuses)
	Residential-High Density 14.00-25.00 Units Per Gross Acre and 16.80-30.00 Units Per Net Acre (Including Density Bonuses)
	Neighborhood Retail
	Community Retail (Applicable to Only the "Community Expansion" Alternatives.)
	General Commercial
	Office
	Business Park
	University Related Research Park
	Industrial
	University Of California, Davis
	Public/Semi-Public S = School, H=Hospital
	Parks/Recreation P = Park
	Neighborhood Greenbelt
	Urban Agriculture Transition Area
	Agriculture
	Natural Habitat Area
	Urban Reserve
	City Limit
	Yolo/Solano County Border
	Creeks, Sloughs, Channels Including Levees

Davis General Plan

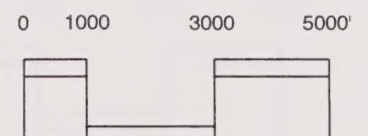
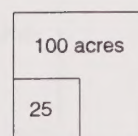
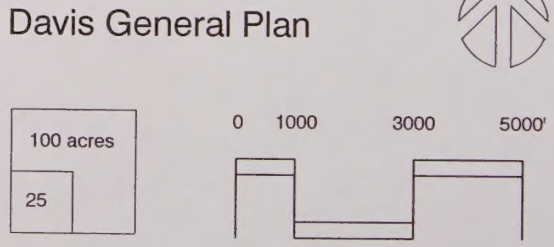




Figure 11b
Land Use -
City Area Enlargement

- Residential-Low Density
3.00-5.99 Units Per Gross Acre and 3.60-7.19 Units Per Net Acre
- Residential-Medium Density
6.00-13.99 Units Per Gross Acre and 7.20-16.79 Units Per Net Acre
- Residential-High Density
14.00-25.00 Units Per Gross Acre and 16.80-30.00 Units Per Net Acre
- Neighborhood Retail
- Community Retail
(Applicable to Only the "Community Expansion" Alternatives.)
- General Commercial
- Office
- Business Park
- University Related Research Park
- Industrial
- University Of California, Davis
- Public/Semi-Public
S = School, H=Hospital
- Parks/Recreation
P = Park
- Neighborhood Greenbelt
- Urban Agriculture Transition Area
- Agriculture
- Natural Habitat Area
- Urban Reserve
- City Limit
- Yolo/Solano County Border
- Creeks, Sloughs, Channels
Including Levees

NOTES
 1. See Open Space chapter for description of "Open Space for Public Safety" zone within one mile of the landfill and sewage treatment facilities.



A. Residential

Intent: This category is intended to allow for residential development emphasizing compact clustered development in new areas and infill in existing neighborhoods, together with a mixture of local-serving retail and institutional uses, to meet housing demands, reduce pressure for peripheral growth and facilitate transit and bicycle/pedestrian travel.

Allowable Uses and Densities:

1. A mix of all types of housing, including single-family, mobile homes, split lots, and multi-family units. Allowed densities shall be as follows:
 - Low Density: 3.0 to 7.99 units per gross acre.
 - Medium Density: 8.0 to 13.99 units per gross acre.
 - High Density: 14.0 to 25.0 units per gross acre.
 - The maximum allowable “pre-bonus” density would be 6.4 units per gross acre in the low density category; 11.2 in the medium density category, and 20.0 in the high density category.
 - The maximum allowable “post-bonus” densities would be 7.99 in the low-density category, 13.99 in the medium density category, and 25.0 in the high density category (assuming a 25% density bonus).
 - The minimum “pre-bonus” density would be 2.4 units per gross acre in the low-density category. The minimum “post-bonus” density would be 3.0 units per gross acre in the low-density category.

The maximum allowable density in the core area shall be retained as provided in the Core Area Specific Plan.

2. Make provision for home occupations, offices, retail shops, public buildings, public facilities, cemeteries and wells, provided they are compatible with surrounding residential development (in terms of traffic generation, parking requirements, design and similar neighborhood issues) and consistent with specific zoning.

Table of Minimum and Maximum Densities

		Gross	Net**
Low Density	Without density bonus	2.40 - 4.79	2.88 - 5.75
	With density bonus*	3.00 - 5.99	3.60 - 7.19
Medium Density	Without density bonus	4.80 - 11.20	5.76 - 13.44
	With density bonus*	6.00 - 13.99	7.20 - 16.79
High Density	Without density bonus	11.21 - 20.00	13.45 - 24.00
	With density bonus*	14.00 - 25.00	16.80 - 30.00

Notes:

- a. With density bonus * is assumed to be 125% of without density bonus for the purpose of this table.
Net density ** is assumed to be 120% of gross density for the purpose of this table.
- b. Some of the non-residential land use categories (that is, Neighborhood Retail, Business Park, and Office) allow limited residential uses to the extent that the residential uses do not conflict with the primary use of the area. The residential component in a mixed use project in one of these land use categories is limited to an additional 15% floor area ratio (in addition to the 50% allowable floor area ratio in these land use categories).
- c. The allowable residential densities in the Core Area shall be retained as stated in the Core Area Specific Plan.
- d. See the separate General Plan policy interpretation document titled "Residential Density Yields and Neighborhood Greenbelts." -

3. Open space in various forms, including greenbelts, squares, parks, ponds, drainage detention facilities, and wildlife habitats.
4. Make provision for institutional uses that are needed near homes and which benefit from a residential environment, including schools, places for religious assembly, city facilities, child care and adult day care facilities, residences for disabled persons, nursing homes, and half-way houses. Such uses are subject to restrictions specified in the zoning code and must be compatible with surrounding residential development, and shall be dispersed throughout the City to avoid an over concentration in one area.

See the separate General Plan policy interpretation document titled "Institutional Uses".

5. Existing developments, on specific parcels of record, if built pursuant to General Plan and zoning requirements at the time of project approval, will be considered to be in compliance with the Element, even if built at densities higher than those shown on the Land Use Map. This General Plan will not preclude their being rehabilitated or allowed to re-build if destroyed, up to the gross density prior to the rehabilitation or destruction, subject to zoning and other standard City requirements. Additional principal dwelling units will not be allowed unless consistent with maximum General Plan densities and zoning.
6. Duplexes, multiple single family dwellings on one lot, or multi-family dwellings, where proposed on an existing lot of record and permitted under applicable regulations in the R-2 zoning district, may be permitted even if said units result in a density on the individual lot of record that exceeds the density range of the underlying Residential Low Density designation in the General Plan. The purpose is to allow a mix of housing types while maintaining the overall density within a Residential Low Density designated area. To ensure compliance with the overall intent of this General Plan Update, however, the City shall limit the number of additional duplexes, multiple single family dwellings on one lot, or multi-family dwellings proposed on land zoned R-2 that may be approved until the infill guidelines and strategies contained in this plan are completed (see Policy LU 2.1 and related Standards and Actions).

Policies

Policy LU .1 In infill projects, respect setback requirements, preserve existing greenbelts and greenstreets, and respect existing uses and privacy on adjacent parcels.

Policy LU .2 A minimum of 50% of future residential lots (exclusive of any required affordable or multifamily lots) within a new residential development of 50 single-family lots or more shall be designated as “diverse architecture lots” (DAL). These lots shall be designated as part of the project zoning and on the tentative and final maps. Houses built on DAL lots may not be of the same stock plan nor have a floor plan and front elevation substantially similar to any other house within the same final map area.

All residential lots not designated as DALs, including any required single-family affordable housing lots and lots within new developments of 50 units or less, shall comply with the City’s new site design standards, to be developed under Action UD 5.1e.

Policy LU .3 Require a mix of housing types, densities, prices and rents, and designs in each new development area.

See the separate General Plan policy interpretation document titled “Ratio of Housing, Mix of Residential Types and Integration of Affordable Housing Units”.

Policy LU .4 Allow home occupations, home offices and live/work uses by right where appropriate provided that the home occupation is compatible with the surrounding neighborhoods and does not cause significant negative impacts on the surrounding neighborhoods.

Policy LU .5 Require neighborhood greenbelts in all new residential development areas. Require that a minimum of 10 percent of newly-developing residential land be designated for use as open space primarily for neighborhood greenbelts.

See the separate General Plan policy interpretation document titled “Residential Density Yields and Neighborhood Greenbelts”.

Policy LU .6 A maximum of three acres of commercial uses may be permitted within an area with residential designation on the map provided that it is compatible with the surrounding neighborhood and that it does not cause significant negative impacts.

A. Core Specific Plan Area

Intent: To provide for mixed-use development of a variety of types in downtown Davis, in keeping with the downtown's role as the commercial and social center of Davis.

Allowable Uses and Densities: As shown in the Core Area Specific Plan. See the Specific Plan for more information.

B. Gateway / Olive Drive Specific Plan Area

Intent: To provide for vital, mixed-use development that connects the University and Core Area along Interstate 80 at the Gateway to Davis.

Allowable Uses and Densities: As shown in the Gateway/Olive Drive Specific Plan. See the Specific Plan for more information.

C. Neighborhood Retail

Intent: To provide shopping opportunities to meet Davis residents' daily needs in areas conveniently located to each neighborhood. The city supports many smaller neighborhood commercial centers each at a focal point instead of fewer larger centers. Residential uses would be conditionally allowable.

Allowable Uses and Densities:

1. Neighborhood shopping centers, which are shopping centers that serve the daily needs of the surrounding neighborhood for goods and services, such as groceries, pharmaceuticals, dry cleaning, and other uses.
2. Residential uses to the extent they are secondary and do not conflict with the primary use of the area.
3. Offices as an ancillary use.

Maximum Floor Area Ratio: 50 percent, with an additional 15 percent allowed for the housing component of a mixed-use project. Such additional floor areas shall include any housing units allowable under an affordable housing bonus.

Policies

Policy LU C.1 Encourage the redevelopment of existing neighborhood shopping centers to include second stories for retail, residential or office uses and/or intensification of first stories.

Policy LU C.2 All neighborhood shopping centers shall include neighborhood grocery stores / supermarkets.

Policy LU C.3 Consider neighborhood grocery store/supermarket supply and demand within the City as part of discretionary reviews of new neighborhood grocery stores/supermarkets and expansions of such stores/supermarkets, within the limits of development agreements.

Policy LU C.4 The City shall regulate the size of neighborhood grocery stores / supermarkets through the zoning code.

Policy LU C.5 Avoid locating liquor outlets near schools, parks and other locations where youth congregate.

Policy LU C.6 The City shall amend its C-N zoning ordinance to: (a) remove "food store" and replace it with " neighborhood grocery store / supermarket ", and (b) remove "or liquor store" in any shopping center zoning policy which offers a choice of "food store or liquor store" or implies a need for a liquor store in an area.

Policy LU C.7 Every neighborhood shopping center shall be a Planned Development.

Policy LU C.8 Encourage rehabilitation of existing neighborhood shopping centers and the restoration of neighborhood shopping services.

Action LU D.9 After adoption of the General Plan Update, work with the Mace Ranch property owner /developer to consider

amendments to the zoning and development agreement which could allow a mix of uses of small-scale retail, office, public /semi-public and medium density residential. Involve the neighborhood, the community at large, and the environmental community in the process of defining the proposed uses. It should be made clear that the intent is not to move the retail use to the periphery of Mace Ranch.

E. General Commercial

Intent: To provide locations in several sectors of the City for a broad range of commercial service uses, such as automotive sales and repair, building materials, contractors' offices, nurseries, and similar uses.

Allowable Uses and Densities:

1. Automotive sales and service, building supplies, nurseries, equipment rental, repair services, light wholesale and storage, office, and similar service-oriented commercial uses.
2. Conditionally allowable uses include service stations, motels, restaurants, commercial recreation, limited convenience retail uses, public storage, moderate size community retail stores, and similar uses.

Special Considerations for Moderate Size Community Retail Stores:

- a. Must be designed and located to maximize accessibility and safety for pedestrians.
- b. Have a uniform design which is consistent with and complimentary to the City's small town ambience and neighborhood preservation goals.
- c. Incorporate state-of-the-art energy conservation in its planning and design.
- d. If located near a freeway, orient toward the community and away from the freeway.
- e. Favor retail types that are not likely to be able to locate in the downtown and that are not currently adequately available in Davis (such as apparel and soft goods, appliances, home furnishings and electronics).
- f. Shall be allowed only if:
 - (1) The downtown or neighborhood centers cannot accommodate the retail type, and

- (2) The retail type in question is not adequately available in Davis. Under this provision, the size and type (for example appliances, electronics) of the conditionally allowed retail use shall be strictly limited to the maximum size (up to 30,000 sq. ft.) and to the specific type(s) of retail use necessary to address the community's need(s).
- g. The uses may not endanger the viability of similar retail uses in the City's primary and secondary retail zones (i.e. the downtown and existing neighborhood centers).
- h. Retain the overall City goal of maintaining the economic vitality of the downtown and neighborhood centers, and assure, using economic studies, that any community-serving retail use is consistent with this goal.

Maximum Floor Area Ratio: 50 percent.

F. Office

Intent: To provide locations for small administrative, professional and medical offices in centrally located areas near the downtown and/or residential neighborhoods. Residential uses would be conditionally allowable.

Allowable Uses:

1. Administrative, professional and medical offices.
2. Residential uses to the extent that they are secondary and do not conflict with the primary use of the area.

Maximum Floor Area Ratio: 50 percent, with an additional 15 percent for the housing component of a mixed-use project, subject to a limit of 150 housing units. The additional floor area ratio allowed for housing does not apply to all sites, including large sites intended for non-residential uses only.

G. Business Park

Intent: To provide locations for administrative, professional, government and medical offices and non-polluting science, technology, light manufacturing and ancillary warehouse facilities in pleasant, pedestrian-oriented mixed-use environments featuring freeway and airport access, a variety of amenities and

high-quality architectural and landscape design. Residential development would be conditionally allowable.

A "Business Park" is a hybrid of industrial and office parks which contains multiple uses and activities such as traditional industrial uses (such as warehouse/distribution light manufacturing, and research and development activities) as well as other types of land uses including headquarter offices, recreational facilities, health clubs, day care centers, incubator spaces for emerging companies, and secondary residential uses.

It is intended that a "Business Park" be functionally and aesthetically integrated into the community and not provide commercial uses that are encouraged in the downtown and neighborhood centers.

Allowable Uses:

1. Offices, light industry, research and development, light manufacturing and warehousing (as an ancillary use), provided they meet City standards regarding pollution, health and safety. Limited food establishments tailored to serve business park employee needs subject to conditional use review.
2. Residential uses to the extent that they are secondary and do not conflict with the primary use of the area.

Maximum Floor Area Ratio: 50 percent, with an additional 15 percent for the housing component of a mixed use project, subject to a limit of 150 housing units. Such additional floor area shall include any housing units allowable under an affordable housing bonus. The additional floor area ratio allowed for housing does not apply to all sites, including large sites intended for non-residential uses only.

Policies:

Policy LU G.1 Business parks should include sophisticated land planning, high quality architectural and landscape design, building flexibility, a variety of amenities and environmental controls.

Action LU G.1a After adoption of the General Plan Update, work with the Mace Ranch property owner / developer and other affected property owners to consider possible reconfiguration of

land uses in the vicinity of the Upper Second Street" location. This might include revisions to the 11-acre Service Commercial site and factoring in additional information that will become available through the Frontier Fertilizer re-use process that is being initiated through an EPA grant. The study could lead to the City co-sponsoring zoning amendments to create a more logical land use pattern in this area. This might include some Community Retail combined with a scaling back of the Service Commercial provision of the public / semi-public use, or similar changes.

H. University-Related Research Park

Intent: To provide sites for high-tech and science companies to conduct research and development activities, such as product development, engineering, sales and administration, as well as ancillary light manufacturing and wholesale uses. A URRP primarily involves collaborative research and shared laboratories with educational institutions. In this regard, it is the desire of the City of Davis to advance technology employment activities, and the transfer of technology between the university, colleges and businesses in the Research Park, which arise from the synergies created by the proximity of the URRP to UC Davis.

The research park shall be compatible and on a scale consistent with Davis as a small university town. The research park shall be characterized by superior site planning, architectural and landscape architectural design; traffic management; and environmental controls. In order to achieve this goal, planned development zoning and design guidelines shall be utilized. It is the intent that the URRP utilize the existing support services within the community rather than developing its own support services.

Allowable Uses: Offices and research and development uses (including but not limited to biotechnology) with limited amounts of ancillary light manufacturing, assembly, warehousing and distribution. Minor amounts of light manufacturing and assembly with limits on the sizes of such facilities. Minor amounts of retail, restaurant and other services which do not compete with the downtown and neighborhood shopping centers with limits on the sizes of such facilities and designed to support the tenants of the park. Related amenities and open spaces serving the research park may also be allowed. The types and amounts of allowable uses shall be addressed in zoning regulations.

Prohibited Uses: Major retail or highway commercial; major manufacturing, distribution and warehousing; outdoor storage or processing; residential housing; and commercial recreation.

Maximum Floor Area Ratio: 50 percent

Policies:

Policy LU H.1 University-Related Research Parks should include sophisticated land use planning, high quality architectural and landscape design, building flexibility, a variety of amenities and environmental controls.

I. Industrial

Intent: To provide areas for basic industries, manufacturing and employment in Davis, with adequate separation from incompatible uses and appropriate environmental controls.

Allowable Uses:

1. Manufacturing, warehousing and distribution, research and development, commercial recreation, open space areas for buffering, transportation and employee recreation. Solid waste transfer/processing stations would be conditionally allowable and subject to applicable performance standards in the municipal code.

Maximum Floor Area Ratio: 50 percent.

J. University of California, Davis

Intent: To recognize the campus of the University of California of Davis.

Allowable Uses: Academic research, institutional and student residential uses of UC Davis. By State law, the campus is not subject to City or other local land use control. However, the City seeks to work cooperatively with the University in issues of mutual planning interest.

K. Public/Semi-Public

Intent: To provide appropriate, centrally-located sites for community facilities.

Allowable Uses: Public facilities and offices, schools, child care facilities, hospitals and accessory medical offices, religious institutions, drainage facilities and utilities. A Public/Semi-Public site historically in agricultural use may continue in agricultural use until a public/semi-public use is developed.

Public/Semi-Public Site at Northwest of SH113/Covell Boulevard Interchange

Intent: To provide sites for healthcare uses and other appropriate community facilities.

Allowable Uses: Health related offices; health related research and development; hospital/specialized health care; skilled nursing facility; diagnostics and treatment; pharmacies; schools; ancillary support services such as food service; and drainage ponds, roads and similar public facilities.

Special Considerations: The following shall be considered at the time of zoning in the northerly 30-acre portion of the "Public/Semi-Public – Hospital" designation:

1. It is encouraged that very low, low and moderate income levels be served in skilled nursing uses.
2. The city should consider whether the amounts of land and building areas for specific uses should be limited for the purpose of ensuring a mix of uses rather than a single use.
3. The northerly portions of the site shall be designed and managed as wildlife habitat and seasonal wetlands. These portions are expected to consist of a minimum of 12 acres and can include the needed drainage facilities and the seven-acre agricultural buffer.

L. Parks/Recreation

Intent: To offer a full range of park amenities to Davis residents.

Allowable Uses: Neighborhood, community and regional parks, golf courses, and other outdoor recreational facilities within urban development. Specific uses include public recreation sites, including golf courses, baseball fields, tot lots and play apparatus, adult playing fields, soccer fields, swimming pools, community center buildings, meeting facilities, libraries, art centers, after school care facilities, art in public places, facilities for night time recreation, trails, benches, interpretive markers, picnic areas, barbecue facilities, water fountains, landscaping and irrigation, city wells, trees for shade and wind protection, visual and sound screens, shade structures (including arbors and trellises) and natural habitat areas.

M. Neighborhood Greenbelt

Intent: To provide safe and secure linear parkways and connectors close to residences as alternatives to biking or walking on streets. Neighborhood greenbelts connect to the Urban/Agricultural Transition Area, Greenstreets, parks, other open space network elements, activity centers and public facilities.

Allowable Uses: Neighborhood open space corridors required by Policy LUA.5 and developed with landscaping and trees, natural habitat areas, bikeways, benches, picnic areas, lighting, barbecue sites, play areas, open space meadow areas, horseshoe pits, and volleyball courts. More information on Neighborhood Greenbelts is included in the Parks and Open Space Chapter.

N. Urban Agricultural Transition Area

Intent:

- 1] To provide a buffer and minimize conflicts between urban and agricultural areas.
- 2] To provide public open space.
- 3] To define the planned urbanized edge of the City, as one of many useful growth management tools.

Allowable Uses: Passive open space recreation such as trails and bikeways, wildlife and habitat preservation, drainage ways, community gardens, plant stock portions of nurseries, agriculture.

Policies

- Policy LU N.1** Designate new lands for this category in an incremental fashion as resources and opportunities become available. Development of the segments should be prioritized based on importance of use and opportunity for implementation, and in cooperation with all affected parties.
- Policy LU N.2** Include the lands in this category within city limits whenever feasible.
- Policy LU N.3** Segments can vary in size and width but to the greatest extent possible, a minimum 150-foot width should be pursued. Wider segments should be pursued when opportunity permits.
- Policy LU N.4** Where public access is desired, the width of the buffer must be sufficient to also include a 100-foot wide area where public access is restricted to allow for ground spraying on adjacent agricultural land.
- Policy LU N.5** Ideally, wider segments should be located where:
- Willing sellers are available,
 - Natural resource protection opportunities exist,
 - Open space recreation opportunities exist.
- Policy LU N.6** Prime agricultural land should remain in agricultural production in the wider segments of the Urban Agriculture Transition Area.
- Policy LU N.7** Allocate a portion of the Open Space DUE fees and Construction Tax for the Urban/Agricultural Transition Area.
- Policy LU N.8** Pursue funding measures to fund buffer acquisition in areas where no new development is proposed.

O. Agriculture

Intent: To protect valuable natural resources such as agricultural land and wildlife habitat, to allow for productive agricultural use surrounding or within Davis, to ensure a permanent buffer between adjacent jurisdictions that will maintain the separate identities of Davis and the surrounding cities, and to serve as a visual amenity around urban development.

Allowable Uses and Densities: Farmlands (including farmhouses and farm buildings), production of food, fiber and other agricultural crops, animal husbandry, and other appropriate agricultural uses not including agriculture related operations whose impacts are of urban intensity. New residential subdivisions are not allowed.

P. Urban Reserve

Intent: To identify land for potential urban development after full development of the lands designated for urban uses on the General Plan Map or after the next revision of the Davis General Plan. Designation of land as urban reserve in no way assumes the right or entitlement on the part of the owner to develop the land in the future; such lands may be re-designated as agriculture at any time, subject to the standard General Plan Amendment process.

Allowable Uses and Densities: Agriculture. Future development with other uses may be allowed under a General Plan Amendment.

Policy LU P.1 Give priority to development on lands designated "Urban Reserve" over development on lands designated as Urban Agricultural Transition Area, Agriculture or Habitat Areas.

Action LU P.1a Revise the Gateway/Olive Drive Specific Plan to detach and remove Nishi Property from the Specific Plan text.

Urban Reserve - Study Site Between Interstate 80 and the Union Pacific Railroad, West of Olive Drive (also known as the Nishi Property)

Intent: The intent of this special designation applicable to the Nishi Property is to identify a site that, due to its proximity to UC Davis and downtown Davis, presents unique opportunities for university related uses. This site has not been given an urban designation in recognition of the site's significant development constraints, including traffic access and noise. These development constraints may make urban use of the site impractical for the foreseeable future. The site also contains valuable wildlife habitat and prime agricultural soils, additional factors that may ultimately lead the City to designate the site for long term agricultural use.

The possible environmental and land use advantages of a site so close to UC Davis that may meet needs for university related uses is compelling enough to

warrant further study before a permanent designation is established. Timing is a critical factor, particularly given the projected expansion of the UC Davis campus population.

For a permanent designation of the site other than Agriculture to be made, a study will be necessary to determine whether any university related land use is practical on the site. The City Council shall set forth the objectives and parameters of the study by resolution.

Allowable Uses: Agriculture and open space.

Special Considerations:

1. The study of development potential shall be prepared in consultation with UC Davis and the property owner and shall be completed within nine (9) months of the adoption of the General Plan. Should the study not be completed within the designated time frame, the City shall initiate a general plan amendment to change the site's designation to Agriculture.
2. The study shall use as a "baseline" the possible development of a portion of the site for university-related land use that is directly tied to and takes advantage of proximity to the UC Davis campus. The remainder of the site shall be retained and enhanced for open space uses.
3. Based on the findings of the study and within two months of its completion or the expiration of nine months from adoption of the General Plan Update, whichever is sooner, the City shall either: (a) Re-designate the site to Agriculture through a general plan amendment process if it is clear that impacts on traffic, noise and access cannot be fully addressed; or (b) Retain the Urban Reserve designation pending submittal of an urban land use program that is consistent with the parameters of the study.
4. Should the Nishi property be re-designated Agriculture, the parameters of the study shall be incorporated into the General Plan to guide any future development proposals.
5. In accordance with (a) voter wishes as expressed in referenda rejecting the widening of the Richards underpass, and (b) the City's stated policy to preserve the efficacy of the two-lane underpass (expressed in its historic designation and the on-going implementation of TDM alternatives designed to address long standing traffic impacts along the corridor), any proposal to develop the Nishi property for urban uses must provide alternate primary

access routes to handle any increases in traffic that otherwise would impact the Richards Boulevard corridor.

6. Project design and development shall incorporate and implement state-of-the-art ecological and new urbanism planning and design principles.

Q. Natural Habitat Area

Intent: To preserve existing wildlife habitat and develop new wildlife habitat.

Allowable Uses and Densities: Wildlife preserves, habitat for permanent and migratory waterfowl and other species, native tree and plant areas, seasonal and permanent wetlands, drainage facilities. Agriculture, low intensity recreation, nature study and interpretive centers are also allowed provided they are compatible with habitat uses.

GOALS, POLICIES AND ACTIONS

GROWTH MANAGEMENT

GOAL LU 1. Maintain Davis as a small, University-oriented city surrounded by and containing farmland, greenbelt, and natural habitats and reserves.

Policy LU 1.1 Recognize that the edge of the urbanized area of the City depicted on the land use map under this General Plan represents the maximum extent of urbanization through 2010, unless modified through the Measure J process.

Standards

- a. The General Plan Map is a representation of the ultimate geographic size of the city in the year 2010. No expansion of the City beyond those areas shown for urban use on the land use map will be permitted unless authorized through the Measure J process.
- b. All developments, including those entering into development agreements, are subject to the Phased Housing Allocation Ordinance or a similar ordinance.

- c. Housing allocations shall be valid for only five years beyond their initially-intended construction year.

Actions

- d. Maintain a growth management system that regulates the timing of residential growth in an orderly way considering the following: infrastructure, geographical phasing, local employment increases, environmental resources, economic factors, DJUSD school enrollment and sustainability. Such a system shall pursue programs and partnerships which will allow the City to target residential development to meet identified needs (e.g., University students and staff, faculty housing, senior housing, housing for low and very low incomes, school district staff, City employees).
- e. Create and maintain an effective growth management system designed to keep the population of the City below 64,000 and the number of single-family dwellings below 15,500 in 2010, which corresponds to a sustained 1.81 percent annually-compounded growth rate from January 1, 1988 to January 1, 2010 and a sustained 1.4331 percent annually-compounded growth rate from January 1, 1996 to January 1, 2010 due to "front loading".
- f. Immediately following General Plan adoption, modify the Phased Allocation Ordinance to make smaller projects subject to allocation requirements. Upon the completion of infill related studies and the adoption of infill and densification design guidelines and strategies, further adjust the Phased Housing Allocation Ordinance to give preference to infill and redevelopment of urban areas within the community over the development of agricultural and open space lands to extent feasible under any new infill and densification design guidelines and strategies.
- g. Urge the University to adopt an ultimate UC Davis size consistent with the City's desire to maintain itself as a small city.
- h. Acquire the information that would provide the City and the Davis Joint Unified School District the number of persons per household by housing type.

- i. Closely monitor and participate in any updates to UCD's LRDP, to determine and minimize impacts on the City's General Plan policies and land use map. Consider possible adjustments to the General Plan to address the new LRDP revision upon determination that a reasonable share of student and faculty growth will occur on campus.
- j. Immediately upon adoption of the General Plan Update, the City and UC Davis should initiate direct, comprehensive discussions addressing the impacts of projected UC Davis growth, with the aim of assuring, to the maximum extent feasible, that UC Davis plans proceed on a mutually acceptable basis consistent with the goals and policies of the City's General Plan. Any plans to develop the Nishi property should be undertaken only in the context of such discussions.
- k. The City shall actively work with SACOG to ensure that fair share housing numbers reflect community slow growth goals and other external factors, such as UC Davis providing its fair share of housing on campus. The City shall attempt to secure from SACOG the methodology used for generating fair share numbers including monitoring any changes in the methodology to be used for the generation of future numbers in advance.
- l. At the next revision of the Housing Element, the City should revise the land use map and pertinent Land Use and Growth Management policies, standards, and actions, if necessary, to ensure that the supply of land available for residential development can accommodate the needs of future residents of all income levels. Alternatives for revisions may include re-designating land from non-agricultural and non-residential to residential use, identifying new locations for selective infill, or other programs authorized under state law for accommodating housing needs. If adequate sites are not available to meet the 5-year need for housing at all income levels as determined by SACOG in accordance with Section 65584 of the Government Code, the City must provide sufficient sites with zoning that permits owner-occupied and rental multi-family residential uses by right, including density and development standards that shall accommodate low-or moderate-income housing. Agriculture designated lands should be a low priority for re-designation in comparison with other non-residential lands.

- m. The City shall work with other jurisdictions on local, regional and state levels, including public and private environmental and planning interest groups to identify and define accepted planning methodology as it relates to housing and transportation issues that is consistent with a sustainable small city concept and agriculture and open space preservation policies.
- n. Work with SACOG and other jurisdictions in the Sacramento region to lower urban growth projections to ensure the viability of agriculture uses in the region.

Policy LU 1.2 Work in concert with UC Davis and the UC system to arrive at an ultimate size for the UC Davis campus consistent with the City's desire to maintain itself as a small city.

Policy LU 1.3 Establish and require a citizens' vote process for any proposed amendment to the Land Use Map as amended through August 1, 1999 from an agricultural or urban reserve designation to an urban designation, or from an agriculture designation to an urban reserve designation; or for any development proposal on the Covell Center and Nishi properties¹; to ensure full public participation and consideration of issues related to such decisions, including impacts on policies calling for compact urban form, preservation of agricultural lands surrounding the City for long term agricultural use, and provisions of an adequate housing supply to meet internal needs of the City. This policy and land use designations affected by this policy shall remain in effect in the General Plan or any update to the General Plan until December 31, 2010 or as long as the Citizens' Right to Vote on the Future of Agricultural and Open Space Lands Ordinance remains in effect.

This policy is intended to assure full participation in land use decisions by the citizens and voters of the City, including but not limited to public debate and a vote of the people, and to assure that the principles set forth in the General Plan relating to land use, affordable housing, open space, agricultural preservation and conservation and the like are fully implemented.

¹ (a) The property known as Covell Center, or any portion of said property, bordered by Covell Boulevard on the south, the Hunt property and County Road 101A on the west, County Road 102/Pole Line Road on the east, and the southern edge of the City owned property (old closed

landfill) and extending to F Street on the north.

(b) The Nishi property, or any portion thereof, the boundaries of which are established in the Gateway/Olive Drive Specific Plan, dated January, 1996.

Actions

- a. Prepare and implement the requirement for a citizen voter approval process set forth in Policy LU 1.3.

Policy LU 1.4 Establish a distinct permanent urban edge which shall be defined by an open space, hedgerows, tree rows, similar landscape features, passive recreation spaces, buffer containing transitional agricultural uses, or similar elements.

Actions

- a. Require that projects adjacent to rural parcels be designed to minimize impacts on adjacent lands to prevent conversion to other land uses.
- b. Develop design guidelines that require landscaping at the urban periphery to include appropriate plants, help ensure the integrity of the adjoining agricultural or natural areas, provide a view transition between urban and rural environments, prevent trespass on neighboring lands, and protect public safety.
- c. Require that projects adjacent to rural parcels be designed to minimize impacts on adjacent lands to discourage arguments for premature conversion to other land uses.
- d. Develop guidelines that would apply to development projects subject to the citizen voter approval process. Such guidelines would establish objectives and expectations for baseline project features and minimum project details necessary for any project that may be presented to the voters for decision (including but not limited to objectives and expectations related to environmental protection, economic health, adequate public facilities and services and "green" development and building). Such guidelines would be consistent with General Plan policies and principles and would be in place prior to consideration of any projects subject to the voter approval process.

Policy LU 1.5 Aggressively work to prevent urban sprawl on the periphery of Davis and in the region utilizing a variety of legislative / legal methods and strategic land acquisitions.

Actions

- a. Negotiate with affected governmental jurisdictions and public and private agencies or organizations to obtain support for permanent designation of open-space and agricultural zoning within the Davis Planning Area beyond proposed designated urban development in the General Plan.

Policy LU 1.6 For developments that are on the edge of City, a minimum of a 150-foot wide urban agricultural transition area is required.

Policy LU 1.7 Plan for the timing and costs of infrastructure when developing new areas. The planning process shall include working with public transit providers and the Davis Joint Unified School District.

Standards

- a. Reservation or an offer of dedication of right-of-way necessary for the number of lanes projected for each existing and planned arterial street shall be required as a condition of development approval.
- b. Occupancy of new development areas shall not be allowed until all necessary public services, including water mains and service, fire hydrants and roads or other improved access meeting City standards, are in place.
- c. Lifecycle costing shall be used to determine and evaluate the relative tax contribution and tax burden of development.

Actions

- d. Establish an equitable system for developers/tenants/owners to meet a share of community facilities, services, and program needs related to their presence.

INFILL

GOAL LU 2. Define the types, locations, pace, and intensity of infill development consistent with neighborhood, agricultural and open space preservation policies.

Policy LU 2.1 Develop and implement guidelines for infill development and comprehensive car management strategies immediately following the adoption of the General Plan so that guidelines and strategies will be in place prior to the approval of significant new infill development.

See the separate General Plan policy interpretation document titled "Locational Guidelines for Residential Densities and Senior Housing".

Standards

- a. Guidelines should recognize various forms and patterns of infill development including:
 - (1) new mixed use, transit oriented development in new neighborhoods developed on urban land zoned for non-residential uses. (Land designated on the General Plan Land Use Map for uses of agriculture, agriculture buffer, or various open space uses are not to be considered as, nor re-designated as, urban land for infill purposes.)
 - (2) new mixed use, transit oriented development in/near established neighborhoods.
 - (3) residential infill in/near established neighborhoods (e.g., Grande and Wildhorse school sites).
 - (4) densification of existing single family lots.
 - (5) targeted residential infill to help address the needs of UC Davis students and employees, City and school district employees, seniors, lower income households and other special needs groups (e.g., prospective joint UC-City-RDA-private sector sponsored projects).
 - (6) redevelopment of older apartment complexes.

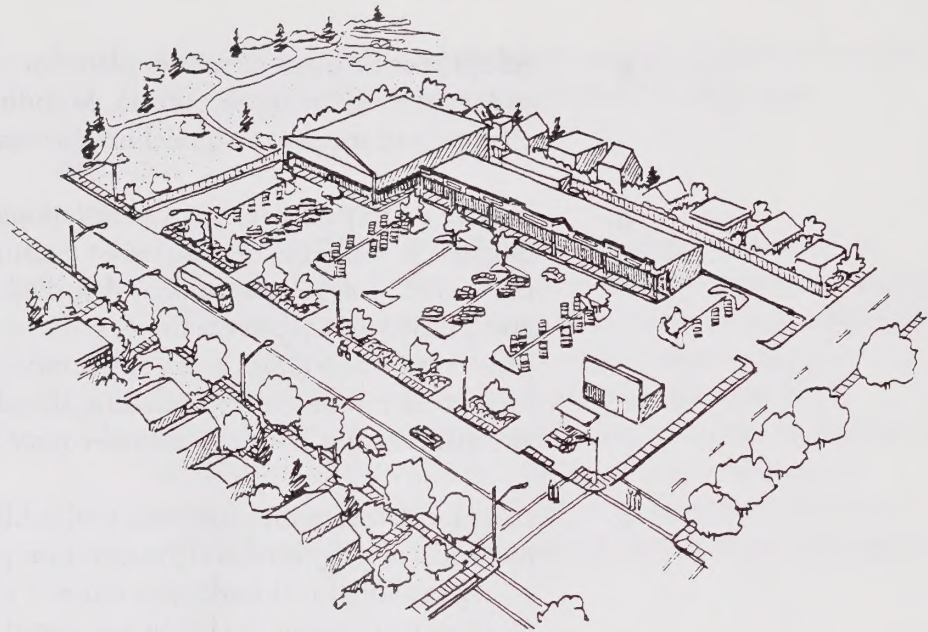
See the separate General Plan policy interpretation document titled "Locational Guidelines for Residential Densities and Senior Housing".

- b. Guidelines and car management strategies should be sensitive to the impacts and obstacles unique to each infill type.

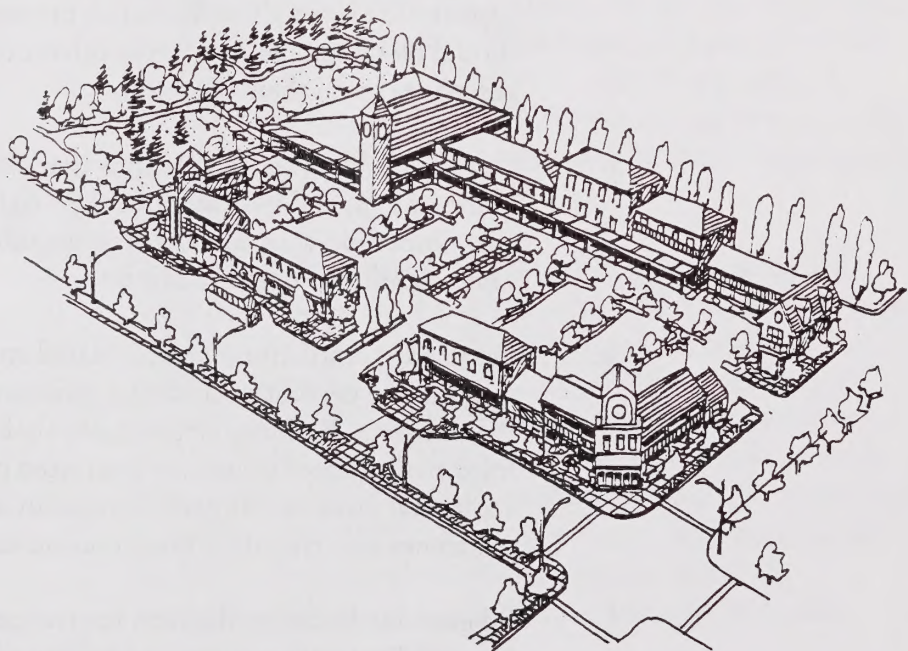
Actions

- c. Immediately following the adoption of the General Plan, initiate a study of the existing zoning code, other relevant City ordinances, capital projects, etc. and make recommendations for changes/additions that will reduce the reliance on the automobile before (1) approving significant new infill development, or (2) implementing any increases in densities in established neighborhoods. Strategies may include the establishment of remote parking sites, the establishment of special parking districts, the separate rental of parking spaces, etc.
- d. Immediately following the adoption of the General Plan, initiate a process (1) to develop residential infill and densification design guidelines and strategies and (2) examine zoning in conjunction with neighborhoods and neighborhood councils where applicable. Such guidelines may include the establishment of floor area ratios, second story setback requirements, below grade construction to address scale and mass issues, "green" development and building, landscaping and other "buffering".
- e. Immediately following the adoption of the General Plan, initiate a study to examine potential infill sites for additional residential/mixed use development on land designated for non-residential urban uses. (Land designated on the General Plan Land Use Map for uses of agriculture, agriculture buffer, or various open space uses are not to be considered as, nor re-designated as, urban land for infill purposes.) The study should attempt to address the type or pattern of infill appropriate to each site, intensity of use, likely impacts (including infrastructure constraints) timing or phasing issues, etc.
- f. Initiate a zoning ordinance amendment that would encourage density bonuses for residential projects in proximity to public facilities and services including bus stops.

- g. Adopt specific plans or master plans for areas around rail station and transit centers (see Figure 15, Mobility) upon completion of infill-related studies and guidelines (actions c, d, and e above).
- h. Initiate a study of older apartment complexes that are currently blighted as well as underutilized or vacant residential parcels that could be developed and/or densified. The study should (1) give priority to adaptive reuse or older structures and historic preservation and (2) include consideration of a variety of innovative housing types including affordable housing, affordable senior housing, limited-equity co-op-housing, etc.
- i. In order to assure the consistency of infill development (1) with historic and neighborhood preservation policies, (2) with policies calling for the adaptive reuse of existing structures, and (3) in order to avoid the blight associated with vacant parcels, adopt a demolition ordinance establishing a public review process which may, under certain circumstances/contexts, include a requirement that plans for a replacement structure be approved before a demolition can proceed. This ordinance should be integrated into/cross referenced with relevant infill guidelines upon their adoption
- j. Develop policies and regulations that allow home occupations, home offices, and live/work uses by right, provided that they are compatible with surrounding neighborhoods and do not cause significant negative impacts.
- k. Upon the completion of infill related studies and the adoption of infill and densification design guidelines and strategies, the Planning and Building Department shall make available a basic information sheet to inform interested parties that second or additional units are allowed in residential categories and the guidelines affecting their construction and design.
- l. Re-examine R-2 zone districts for compatibility with underlying General Plan designations and existing land uses. Consider changes where appropriate to bring zoning into greater consistency with the plan designations and existing plan uses.



Typical Existing Low Intensity Commercial Center –
Floor Area Ratio Approximately 25%



Potential Mixed Use Center Development Pattern –
Floor Area Ratio Approximately 60%

Figure 12: Infill/Transit-Oriented Development Concepts

DEVELOPMENT PROCESSING

GOAL LU 3. Integrate land use, economic development, environmental, and transportation planning.

Policy LU 3.1 Create an efficient system of planning and zoning.

Standards

- a. Specific plans or master site plans that indicate land use densities and intensities, building types, building variety, transit provision, bicycle and pedestrian facilities, and open space areas shall be required for major development areas.
- b. General Plan land use designations for new development areas are conceptual. Consequently, redesign or clustering that do not increase traffic generation, change the average density, or create additional impacts on adjoining areas can be found consistent.

Actions

- c. Periodically review Zoning Ordinance performance standards and revise them as needed to ensure high environmental quality, streamlined processing where appropriate, and compliance with State standards.
- d. Determine appropriate uses for city property that may be unused or under-utilized, including leasing or selling, as feasible.

GENERAL PLAN BUILDOUT

Table 5 shows the 2010 buildout assumed in the land use plan in this general plan.

Table 5
2010 BUILDOUT OF GENERAL PLAN
Within City of Davis

Residential Units

Planning Areas	Low Density	Medium Density	High Density	Total	Notes
Northwest	0	0	0	0	
North Central	1,468	0	365	1,833	a
Northeast	0	0	0	0	
West Davis	2,604	48	2,031	4,683	
Central Davis	3,608	298	3,628	7,534	b
East Davis	2,839	0	1,781	4,620	c
East Davis/Mace	1,142	105	374	1,621	
Core Area	217	6	371	594	d
South Davis	2,269	166	1,783	4,218	
Southeast	0	0	0	0	
Gateway/Olive Dr.	203	0	225	428	
City Totals	14,350	623	10,558	25,531	

Notes:

Land use assumptions include:

- a. Covell Center site: no development.
- b. Grande School site: no development.
- c. Simmon Ranch residential designation: 72 low density units.
- d. Core Area: 80 high density infill units.

The 2010 population projection is 62,182 assuming a 1.95% vacancy rate and 2.484 persons per household.

Table 5, continued
2010 BUILDOUT OF GENERAL PLAN
Within City of Davis

Non-Residential Uses

Planning Areas	Neighborhood Retail	General Commercial	Office/ Business Park	Industrial	Total	Notes
Northwest	0	69,000	296,000	0	365,000	a
North Central	0	39,000	71,000	782,000	892,000	b
Northeast	0	0	0	0	0	
West Davis	55,000	11,000	135,000	0	201,000	
Central Davis	276,000	29,000	188,000	0	493,000	
East Davis	124,000	502,000	333,000	131,000	1,090,000	
East Davis/ Mace	117,000	120,000	1,368,000	203,000	1,808,000	c
Core Area	48,000	833,000	625,000	0	1,506,000	d
South Davis	161,000	806,000	980,000	61,000	2,008,000	e
Southeast	0	0	0	0	0	
Gateway/ Olive Drive	0	173,000	4,000	0	177,000	f
City Totals	771,000	2,582,000	4,000,000	1,177,000	8,540,000	

Notes:

Land use assumptions include:

- a. Sutter Davis North site: 215,000 square feet.
- b. Hunt Wesson North site: 50% of 40 acres at .25 FAR.
- c. Mace Ranch: existing zoning.
- d. Core Area: 50% of total square feet in Core Area Specific Plan.
- e. Willowcreek office / business park site: 50%.
- f. Gateway / Nishi site: no development.
- g. Sites assumed at 100 % of approved: Head property, Mace Ranch business park, Auto Center, Interland, University Research Park, Juniper Point.
- h. General assumption for non-residential uses unless otherwise noted: industrial at .25 FAR of gross land area; all other land uses at .30 FAR of gross land area.

Chapter 2. Mobility

BACKGROUND

The City's transportation and circulation system consists of the four sub-systems of streets, bikeways, transit and pedestrian ways. Figure 13 shows approximate travel times and distances for various trips within the City.

Streets

Streets in Davis primarily carry vehicular traffic, but many also accommodate bicycles, transit and pedestrians walking on sidewalks.

Traffic Volumes. In 1987, the estimated average daily number of vehicular trips starting from and/or finishing in Davis was approximately 190,000. The estimate for 1996 is about 262,000 trips.

For the purposes of citywide traffic analysis, roadway congestion is generally represented by an alphabetic level of service A through F. Level F is indicative of a roadway that has exceeded its theoretical maximum capacity, and therefore fully congested.

Truck Routes. Trucks in excess of three tons of gross vehicle weight are required to travel on designated routes, to the extent feasible, to avoid streets not suited for truck traffic. Allowances are made for trucks making deliveries, such as to construction sites and businesses. Existing designated truck routes include:

- Russell Boulevard, from Highway 113 to B Street
- Fifth Street, from "B" Street to "L" Street
- First Street, from "B" Street to Richards Boulevard
- Richards Boulevard
- B Street, from First Street to Fifth
- L street, from Second Street to Fifth Street
- Second Street, from "L" Street to Mace Boulevard
- Covell Boulevard, from Pole Line Road to Mace Boulevard
- Pole Line Road, from Covell Boulevard to the north City limits
- Mace Boulevard, from Covell Boulevard to the south City limits

With the opening of the Pole Line Road overcrossing of Interstate 80, three additional truck routes may be added:

- Fifth Street, from "L" Street to Pole Line Road
- Pole Line Road, from Fifth Street to Cowell Boulevard
- Cowell Boulevard, from Pole Line Road to Richards Boulevard

Transportation Systems Management. The Transportation Systems Management (TSM) concept refers to coordinated policy measures which are designed to reduce peak-hour auto traffic. These measures include flexible working hours, carpooling and vanpooling, public transit, bicycles, and incentives to encourage alternatives to auto use by individuals.

The greatest opportunity for managing traffic and reducing trips is with UC Davis and large businesses and agencies, because of the large number of employees commuting during the morning and evening peak hours.

In 1991, UC Davis and the City of Davis prepared a "Joint TSM Plan Study." The purpose of the study was to identify various options for reducing single occupancy vehicle trips by residents, students and employees in Davis. Among the alternative strategies were variable work hours, rideshare programs, parking pricing, employer transportation programs, transit subsidies, bicycle and pedestrian programs, and transit.

In 1992, the City Council adopted a Trip Reduction Ordinance, establishing requirements for employers located in Davis. The purpose of the requirements is to promote commuting options and to reduce vehicular trips. Major employers having 100 or more employees are required to file a Transportation Management Plan with a goal to reach a ridership of 1.5 per vehicle during the peak commuting period by 1999. Employers with fewer than 100 employees, and apartment complexes shall distribute and post information on commute alternatives. The City has created a Transportation Management Association to serve as a clearinghouse for information, coordination and marketing of transit services.

In October of 1992, the City Council initiated an alternative fuel test program to experiment with various clean fuel technologies and provide public education. The City has purchased three electric vehicles and one fuel-flexible sedan that can run on any combination of methanol, ethanol and gasoline. The Police Department is using a propane powered patrol car. Data is being gathered on these vehicles to improve the technology for more widespread use. The City also plans to purchase two CNG-powered paratransit vehicles.

Figure 13

Travel Times And Distances

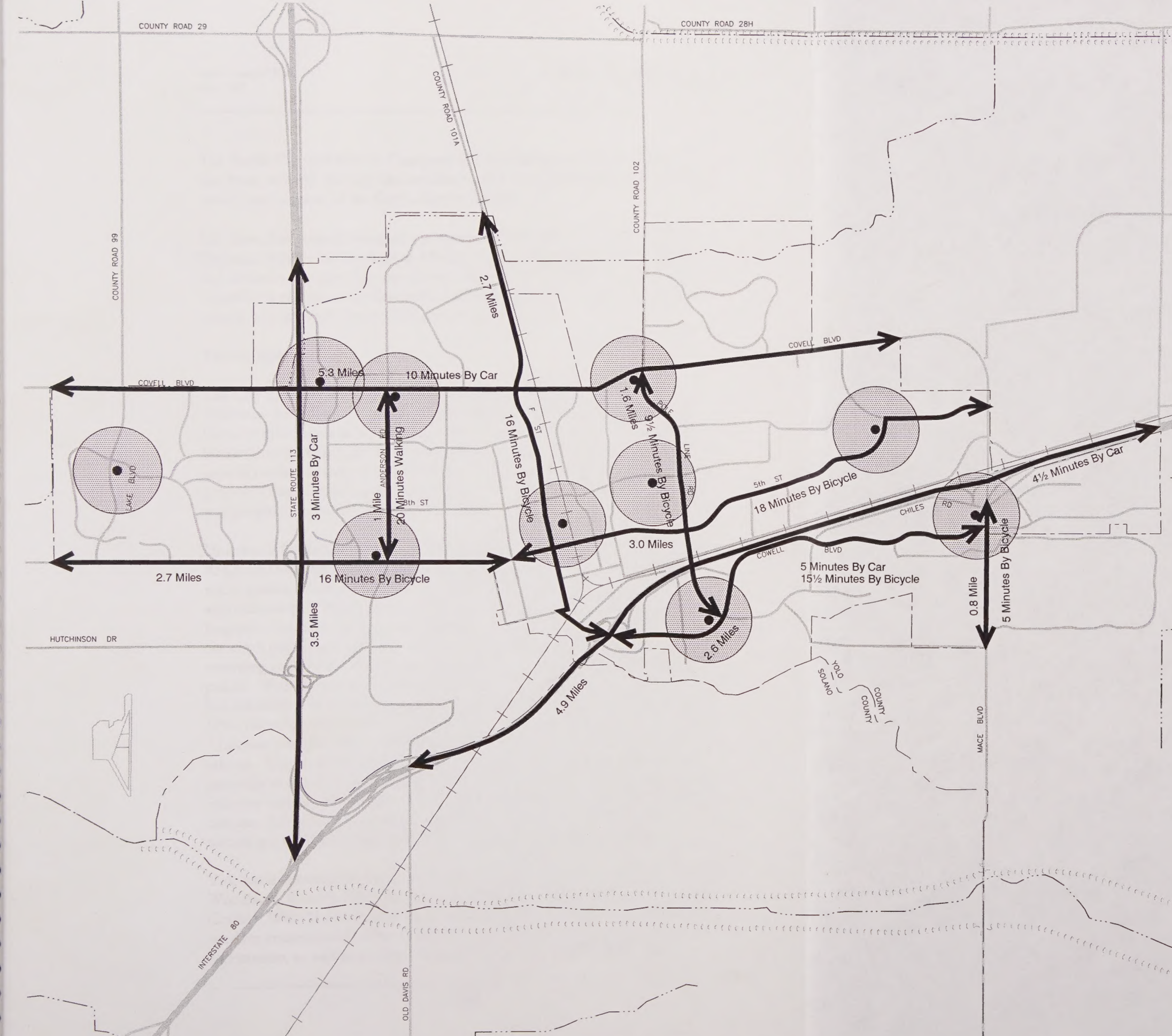
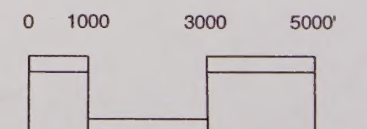
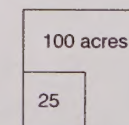
Assumptions

- Walking: 3 Miles Per Hour Average
- Bicycle: 10 Miles Per Hour Average
- Car: Based on Speed Limits and Typical Delays

NOTES

1. The distances shown on this figure are measured between the arrow points at the ends of the routes.
2. Circles represent areas within 1/4 mile (5 minute walk) of neighborhood commercial centers.

Davis General Plan



The Pacific Gas and Electric Company (PG&E) has promoted alternative fuel use, most recently through the installation of a compressed natural gas fueling station and support of the City's electric vehicles.

UC Davis has recently initiated a program in "fuel cell" research in its Zero-Emission Vehicle Technology and Policy Center. Fuel cells convert hydrogen and air into electricity that can power a zero-emission vehicle. U.C. Davis is researching various other alternative fuel technologies, including a hybrid vehicle which is half electric/half natural gas powered.

Transit System

The City of Davis is primarily served by the following transit systems: Unitrans, providing bus service within the City; Yolobus, which connects Davis to other cities in Yolo County; and Davis Community Transit / Davis Senior Transit, which provides door-to-door demand response service to the general public, seniors, and individuals with disabilities. A map of existing and proposed transit routes is shown in Figure 14. Figure 15 shows how existing and proposed transit service relates to Davis' neighborhoods.

Unitrans is funded by UC Davis student registration fees and city revenues. Registered undergraduate students and City employees ride the bus for free, while graduate students and others pay \$.50. Unitrans has a fleet of approximately 30 buses, of which eight are imported double-deckers from England. Unitrans has 12 routes radiating from the campus and one that serves the city's perimeter. Although it primarily serves UC Davis students, an emerging goal for the system is to make the service more usable by the general public. With the current emphasis on reduction of single occupant vehicle use, bus ridership is expected to continue to increase. Between 1994-1995 and 1995-1996, ridership increased from 1.76 million rides to 1.85 million rides annually.

Unitrans provides full service with 30 minute headways while UC Davis is in session. During breaks and summer quarter, the headways are less frequent, generally at one hour. Beginning in Fall 1996, Unitrans will begin its first trial Saturday service, providing service along the two lines around the perimeter of campus. Unitrans is converting their fleet from diesel fuel to compressed natural gas (CNG) and has installed a CNG fueling station on campus.

Yolobus is operated by the Yolo County Transit Authority and serves Davis, Woodland, Winters, West Sacramento, and other smaller rural towns in Yolo County. With 13 fixed routes and a fleet of 28 buses, Yolobus seeks to fill the need for commute and other travel between cities in the County and Sacramento, as well as service to the Sacramento International Airport.

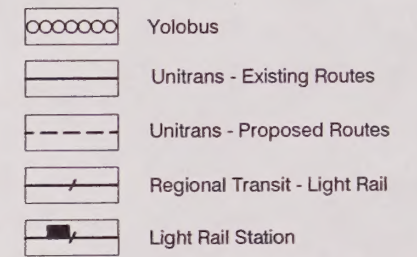
Yolobus also provides curb-to-curb paratransit service within Woodland and West Sacramento and will begin inter-city paratransit service in September 1996. Yolobus has also increased express service to Davis; it operated two such lines in 1991 and now operates four. Yolobus, like Unitrans, has initiated a compressed natural gas conversion; thirteen buses currently operate on CNG. Headways vary considerably, but are about one hour for local and intercity service. The basic fare is \$1.00. On its inter-city lines, Yolobus has enjoyed an annual upswing in ridership ranging from one to four percent.

Davis Community Transit is a demand-response system operated by the City of Davis that provides door-to-door service to the general public, seniors and individuals with disabilities. Using three 14-passenger vehicles, service is provided from 7:00 A.M. to 11:00 P.M., Monday through Friday; from 8:00 A.M. to 8:00 P.M., Saturdays; and from 8:00 A.M. to 5:00 P.M., Sundays. Fares are \$1.25 for the general public and \$1.00 for seniors and people with disabilities. 24-hour advance reservations are required. Since 1990, the annual ridership has been approximately 10,500 but increased to nearly 11,426 in 1995-1996.

Davis Senior Transit is also a city-operated demand-response system. Service is provided using one 16-person vehicle. Serving senior citizens over 55 and persons with disabilities on a space-available basis, Davis Senior Transit provides service to destinations in Woodland from Monday through Friday and to Sacramento on the second and fourth Tuesdays of the each month. Fares are not charged, but donations are suggested at \$3.00 per round trip to Woodland and \$5.00 to Sacramento.

In addition to the transit systems described above, the Baylink bus-ferry system provides service between Sacramento and San Francisco. This service allows Davis riders to take a bus to Vallejo and continue to San Francisco by ferry or Bay Area Rapid Transit (BART).

Figure 14 Transit Routes



NOTES

1. This map does not illustrate the regional systems of Amtrak rail, Greyhound bus, or Bay Link bus-ferry.

Davis General Plan

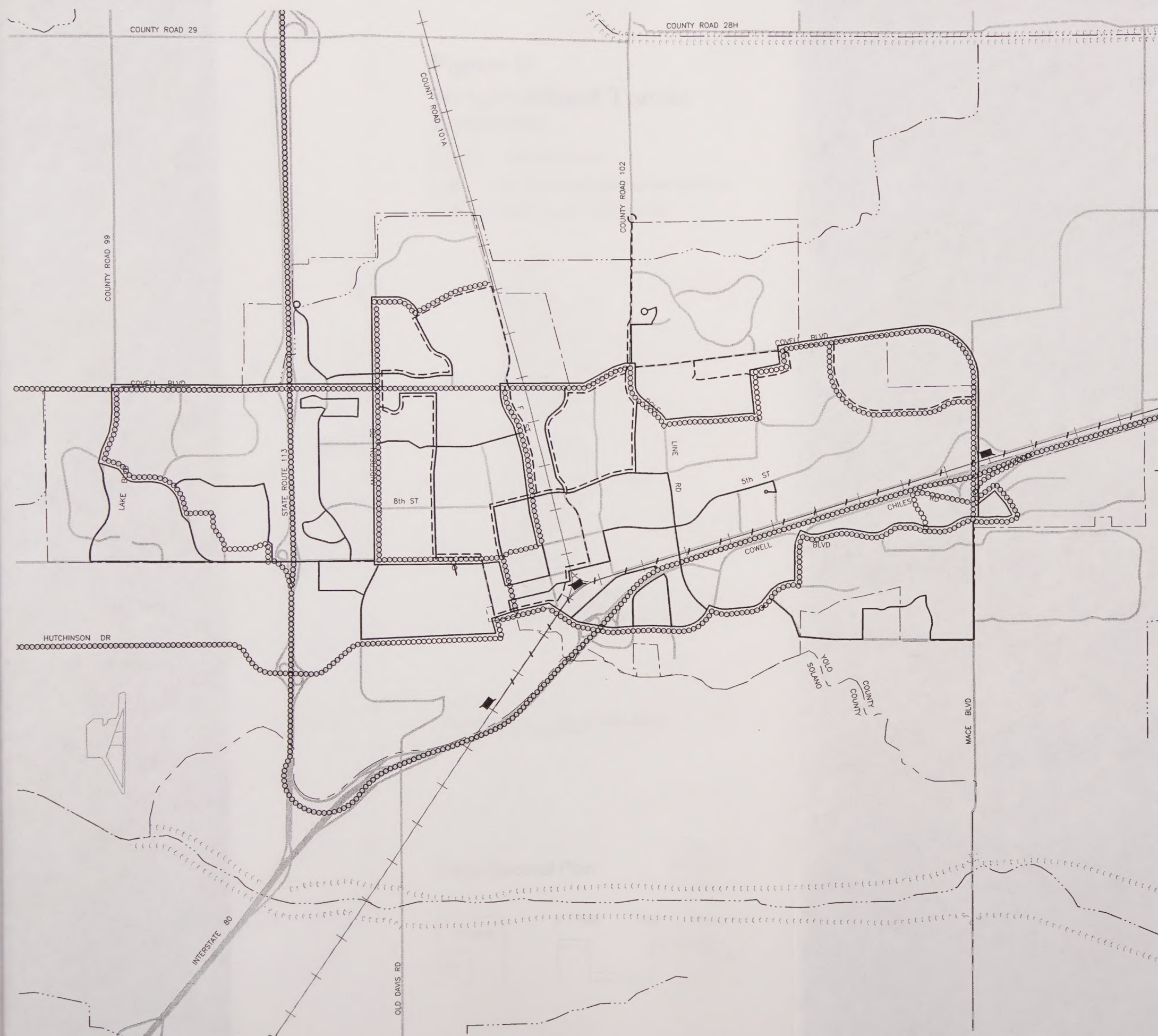
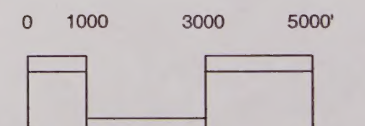
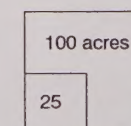


Figure 15

Neighborhood Transit Locations

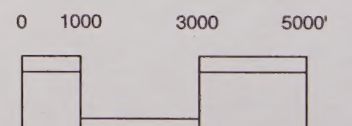
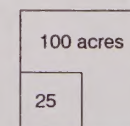
-  Neighborhood Boundary
-  Potential Neighborhood Commercial Transit Center
-  Potential Neighborhood Transit Stop

1. Westlake
2. Patwin
3. Emerson
4. Sutter-Davis Hospital
5. Marketplace
6. University Mall
7. Cesar Chavez/Redwood
8. Albertson's
9. Anderson/Catalina
10. Grande
11. Community Park
12. Civic Center
13. 'G' St./Food Co-op
14. Depot
15. Hunt Wesson
16. Oak Tree Plaza
17. Ralph's
18. Wildhorse West Park/School
19. Wildhorse East Park
20. Slide Hill Park
21. Fifth/Peña
22. Mace Ranch
23. Research Park
24. Oakshade
25. Willowcreek Park
26. Willowbank
27. El Macero Shopping Center
28. Pioneer Park/School
29. El Macero Country Club

NOTES

1. Generally based on a 1500 foot walking distance to neighborhood transit centers.

Davis General Plan



Bicycle System

The City of Davis and the UC Davis campus are nationally acknowledged leaders in bicycle planning and use. Bicycles probably serve the transportation needs of students, faculty, and staff better than any other mode. It is estimated that there is an average of more than one bicycle per person in Davis, and that 25 percent of person trips in Davis are currently made by bicycle.

As UC Davis grew from about 2,200 students in 1958 to over 20,000 by the late 1960s, the demands for bicycle facilities increased. The primary concern of the 1966 City Council election was providing commuter bikeways on public streets. A trial system of bike lanes proved to be immensely popular and was rapidly expanded. The system steadily grew and matured.

In 1993, the major routes consisted of approximately 36.8 miles of bike lanes, which are along streets, and 29.1 miles of bike paths, which are separated from streets or within neighborhood greenbelts. These two types of facilities have different advantages for the different types of cyclists. Avid and experienced bicycle enthusiasts often prefer bike lanes, which generally allow more direct routes but can create conflicts with cars; young bicycle riders and beginning bicyclists often prefer quieter bike paths, even if they are less direct than bike lanes. The keys to Davis' successful bike system are its linkages of key origins and destinations and its connections across physical barriers such as freeways, creeks and major streets. Both Yolo and Solano Counties have adopted bicycle plans with bikeways that connect to those in Davis.

Pedestrian System

The pedestrian system includes facilities designed solely for pedestrians (sidewalks) and facilities designed to be shared by pedestrians and bicyclists. Some facilities are oriented toward basic circulation between destinations and other facilities are more recreation oriented.

Existing pedestrian circulation facilities in the City consist of sidewalks on almost every street, off-street paths shared with bicyclists, neighborhood greenbelt paths, bridges, and other path systems.

Planned pedestrian circulation facilities include mid-block pedestrian passageways (paseos) and pedestrian plazas in the core area, and parkway demonstration projects in north and south Davis.

Future pedestrian system planning is tied closely to land use planning, including circulation to community facilities. Other issues to be addressed in corridor plans are improving safety for pedestrians, especially at street crosswalks; and providing for a comfortable and attractive environment for the pedestrian.

Rail and Air Service

The Amtrak rail, Greyhound bus and Baylink bus companies operate from the historic station in the core area. Capitol Corridor trains arrive and depart the station daily service through Davis between Roseville/Sacramento and the Bay Area. One Coast Starlight train arrives and departs daily with service via Sacramento to Seattle. One California Zephyr arrives and departs daily with interstate service. There are also four daily bus connections to rail service out of Stockton. Approximately 145 passengers are served daily from the Davis station. The station is a multi-modal terminal for various modes of travel including rail, bus, and bicycle.

The Sacramento Regional Transit District has prepared a study of the feasibility of various light rail routes in the region, including a planning route between Davis and Sacramento. The planning route was shown along side of the railroad tracks used by Amtrak, with possible stations on the UC Davis campus opposite Mrak Hall, at the Amtrak Depot, and at Mace Boulevard (see Figure 14, Transit Routes). Funding for light rail service between Davis and Sacramento is not available at present and would be subject to regional priorities based on ridership and the costs of providing service.

The only airport in the Planning Area is the UC Davis Airport, which serves general aviation. The Yolo County Airport, approximately one mile east of the Planning Area, is a general aviation airport serving private planes.

The Sacramento International Airport is located 12 miles northwest of the downtown Sacramento, approximately 20 miles northeast of the City of Davis. It is served by 10 major national and international carriers and four commuter airlines. There are approximately 135 arriving and departing flights daily, serving approximately 14,000 persons. Forecasts for the year 2005 include serving approximately 23,000 persons daily. Yolobus provides public transit service to the airport, and a private airport shuttle also provides service between Davis and the airport.

GOALS, POLICIES AND ACTIONS

ROADWAYS AND MOTOR VEHICLES

GOAL MOB 1. Provide attractive streets designed to serve a broad spectrum of travel modes as well as automobiles. A multi-modal street is illustrated in Figure 18.

Policy MOB 1.1 Provide and maintain a roadway network to meet the needs of vehicular traffic in Davis.

Standards

- a. The City of Davis shall have a network of vehicle circulation routes consisting of major arterials, minor arterials, collectors, local streets and cul-de-sacs, as shown in Figure 16. Definitions and suggested widths of each type of street are shown in Table 6. Lane widths are shown in Table 7. Planned street widenings are shown in Table 8. Lane configurations planned for 2010 are shown in Figure 17.

See the separate General Plan policy interpretation document titled "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets".

- b. Streets, bike paths, bike lanes and trails should generally conform to the City guidelines, as shown in Tables 6 and 7.

The reasons for adopting the new standards include:

- *High LOS standards to achieve low levels of congestion are not necessarily linked to urban vitality and quality of life.*
- *The reduced standards would be consistent with community objectives of avoiding road widenings which would be unacceptable in terms of community character.*
- *High LOS standards make infill development more difficult because infill uses the capacities of streets and may cause traffic volumes to approach the capacities of streets.*
- *Allowing higher levels of congestion may encourage alternative modes of transportation.*

- c. Unless preempted by the County Congestion Management Plan, Level of Service 'E' for automobiles is sufficient for arterials and collectors (both intersection and segment operations) during peak

traffic hours (e.g. rush hour). Level of Service 'D' for automobiles is sufficient for arterials, collectors and major intersections during non-peak traffic hours. (*See Glossary and Definitions for definition of "Major Intersections"*). Neighborhood plans or corridor plans can allow for a level of service at peak times of 'F' if approved by the City Council. LOS 'F' is acceptable during peak hours in the Core Area.

- d. Davis streets shall have no more than four through automobile lanes, plus a single left-hand turning lane, even if this requirement reduces level of service. Additional turning lanes may be added for safety or design considerations.
- e. Class II bicycle lanes shall be provided along all collector and arterial streets. Class I bike paths may also be provided where appropriate except where physically infeasible.
- f. The City shall require reservation of an offer of dedication of right-of-way necessary for the number of lanes projected for each existing and planned arterial street shown in Figure 10 as a condition of development approval for new developments and substantial changes to existing structures. Prior to implementing the planned street widenings shown in Table 8 and Figure 17 in response to a development proposal, the City shall first consider the feasibility and effectiveness of other measures to improve the Level of Service (LOS) to City standards. Such measures could include but would not be limited to Transportation Demand Management (TDM) measures such as requiring businesses to stagger their hours of operation or employees to a non-peak time, charging for parking and encouraging carpools. Only when such measures are determined by City Council to be infeasible and ineffective to improve the LOS to City standards would the City implement the street widening.

The need and funding for street widenings, and perhaps public agreement on their eventual necessity, may not be certain at the time development proposals are received. The ability to maintain LOS standards by adding lanes, however, should not be foreclosed.

Actions

- g. The City will work with the Transportation District to revise or repeal the current CMP or take other appropriate steps (e.g. preparation of a "Deficiency Plan") to reflect the City's level-of-service standard for roadways.
- h. Work with citizens and technical interests to review the street width standards and revise them as needed to reflect the policies in this chapter.
- i. Update the City-wide Traffic Study every five years and upon the approval of the new UC Davis Long Range Development Plan (LRDP).
- j. Preserve rights-of-way for potential roadway widenings identified in the City-wide Traffic Study.
- k. Upon adoption of the general plan, the City shall study the pros and cons of expanding rights-of-way for new developments to include additional street trees. Such studies shall include considerations of the City's Greenstreet standards.

See the separate General Plan policy interpretation document titled "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets".

- l. Investigate and facilitate where appropriate the use of County, State and Federal roadways to accommodate regional traffic to minimize regional through traffic on City of Davis Streets (for example, consider signs to direct traffic as set forth in this action).

Policy MOB 1.2 As part of the initial project review for any new project, the City Engineer may determine that a project-specific traffic study shall be prepared. Studies shall identify impacted roadway segments and intersections and recommend mitigation measures designed to reduce these impacts to acceptable levels.

Policy MOB 1.3 Encourage the use of alternative transportation modes.

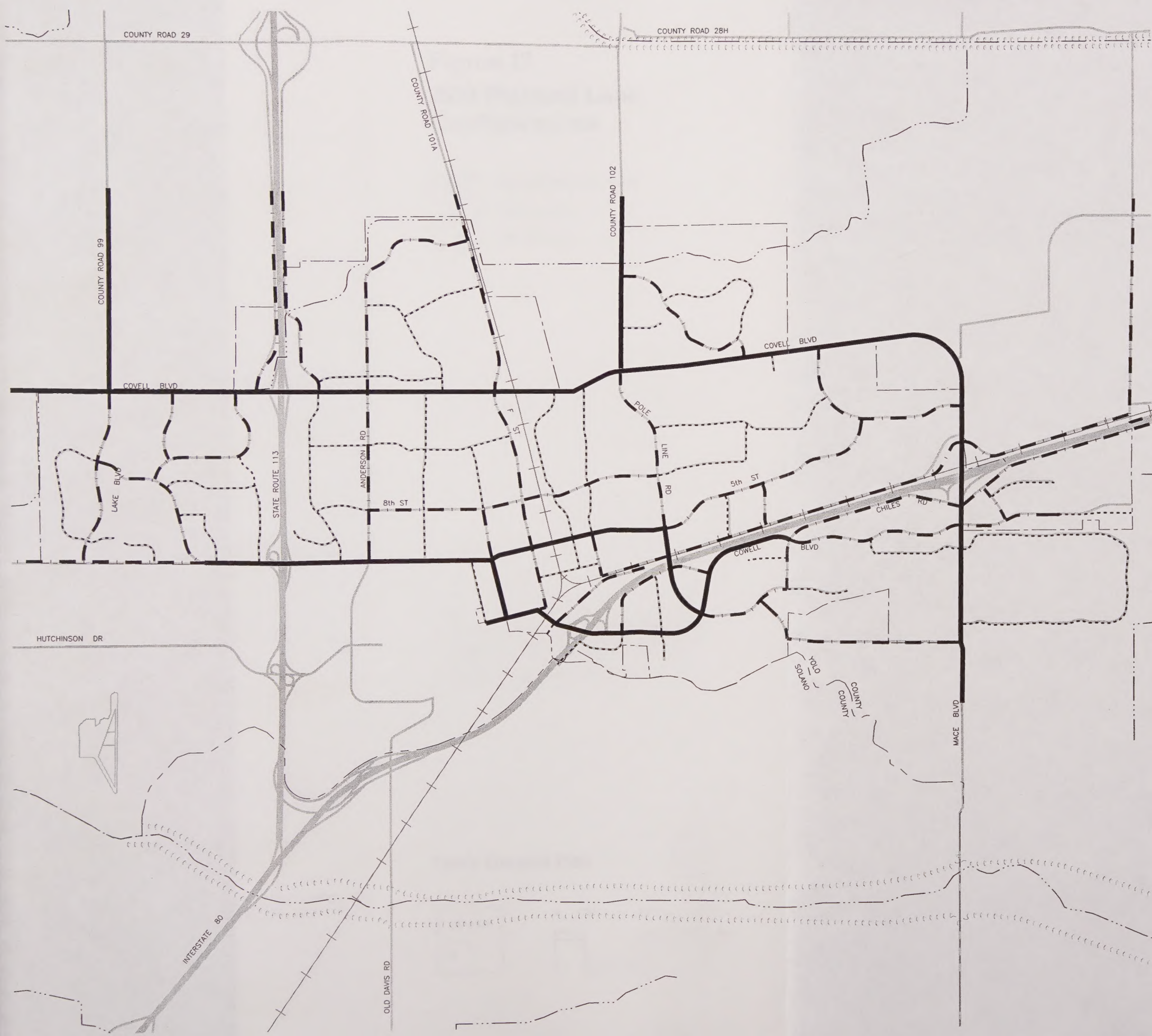
Actions

- a. Design minor and collector streets to slow vehicular traffic to 30 mph or less.
- b. Provide convenient bike and pedestrian access between areas where cars are prohibited.
- c. Continue to support policies and programs that encourage alternative fueled vehicles.

Figure 16

Street Classifications

-  Major Arterial
-  Minor Arterial
-  Collector



Davis General Plan

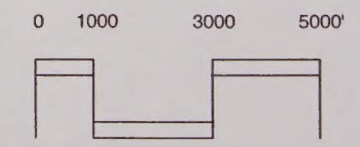
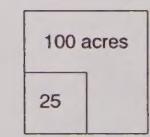
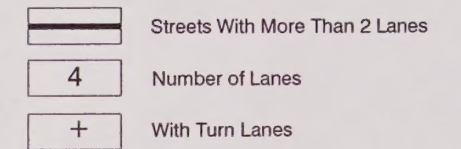


Figure 17

2010 Planned Lane Configurations



- NOTES
1. The number of lanes shown reflect through/travel lanes.
 2. Streets not showing number of lanes are two lane streets. There are no through streets planned for greater than 4 lanes.
 3. The number of lanes shown does not reflect turn lanes at or near intersections.

Davis General Plan

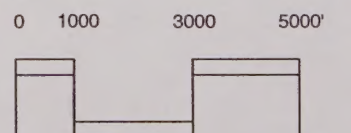
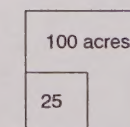


Table 6
STREET CLASSIFICATIONS AND GUIDELINES

Street Type	Description	# of Lanes	Median	Bike Lanes	ROW Width	Typical Curb-to-Curb Width
Major Arterial	A continuous street located to serve large traffic volumes and designed to minimize access to abutting property via driveways, alleys and business entrances. Streets feeding into major arterials should be spaced at one-quarter-mile intervals. Major arterials should not penetrate neighborhoods and should be planned so as to eliminate through traffic in residential neighborhoods and adjacent to schools.	4	√	√	102'-146'	78'
Minor Arterial	A continuous street located to provide a direct route between, but not through, separate neighborhoods. Minor arterials should be planned to eliminate through traffic in residential neighborhoods and adjacent to schools.	2	Varies	√	75'	51-56'
Collector Street	A noncontinuous street located to collect traffic from local streets and distribute it to minor and major arterials. The difference, other than size, between a collector and an arterial is that a collector penetrates a neighborhood, while an arterial does not.	2		√	62'	52'
Modified Local Street	Same as a local street, but with additional right-of-way. Typically used for higher volume local streets, particularly with high bicycle volumes.	2			50'	40'
Local Street	A street, other than a collector or arterial, providing access to abutting property and designed not to accommodate or encourage through trips.	2			44'	34'
Cul-de-sac	A local street terminating in a turning area and generally not exceeding 400 feet in length.	2			38'	28'

Notes:

1. Additional street and right-of-way widening at intersections may be necessary to accommodate turning vehicles and transit stops or to create greenstreets.
2. Additional easements may be required for utilities, street appurtenances, and planting.
3. The City Council may approve design standards different from above in P-D (Planned Development) zoning district.
4. Right-of-way width shall be measured at the back of sidewalks for all streets with the exception of arterials. Additional right-of-way or easement will be required for sidewalk, bike paths, and landscaping on major arterials. Additional right-of-way or easement may be required for other streets in order to provide for separate bicycle facilities.
5. Detailed recommended standards for streets are available in the Public Works Department and detailed recommended standards for landscaping along streets are available in the Planning and Building Department.
6. Widths shown assume on-street parking on all collector, local and cul-de-sac streets. No parking is assumed on arterials.
7. See the separate General Plan policy interpretation document titled "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets".

Table 7
GEOMETRIC CROSS SECTION GUIDELINES

Item	Typical Width	Street Classification
Moving Lane	12'	Arterials (subtract 1-foot when adjacent to emergency parking)
Moving Lane	11'	Collector with bikes
Two-Way Left-Turn Lane	11'	Minor Arterials
Parking	8'	All Streets
Emergency Parking	6'	All Streets
Center Median	14'	Major Arterials and some Minor Arterials
Bike Lane	7'	Arterial and Collectors (add 1 foot next to curb lane)
Bike Path	10'	Arterial and Collector
Curb Lane	Add 2' to minimum lane width ("shy distance")	

Notes: These cross-sections may not apply to designated Greenstreets, which should be consistent with the City's Greenstreets Policy, unless modified by the Corridor Plan approval process. See the separate General Plan policy interpretation document titled "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets".

Table 8
PLANNED STREET WIDENINGS

Roadway	Segment	1996 Condition	Proposed Condition
1. Covell Blvd	Baywood to Alhambra	2	4+
2. Mace Blvd	Alhambra to Chiles	2	4+
3. F Street	Seventh to Third	2	2 ¹
4. Pole Line Rd	Overcrossing	2+	2+ ²
5. Pole Line Rd	Covell to N City Limits	2+	4+ ³
6. B Street	First to Fifth	2+	2+ ⁵
7. Cowell Blvd	Pole Line to Drew	2+	4
8. Cowell Blvd	Research Park Dr to Drummond	2	4
9. Second Street	Frontier Fertilizer to Mace	2	2+
10. Second Street	Harrison Site to DWR	2	2+
11. Covell Blvd	Shasta to Denali	2	4+
12. Covell Blvd	SR 133 SB Ramp to Sycamore	4+	4+
13. Pole Line Rd	Fifth to Covell	2+	2+ ^{3,4,6}
14. Chiles Rd	Ensenada to EB I-80 Ramps	2+	4
15. Fifth Street	Contec to Pena	2+	4
16. Eighth Street	F Street to J Street	2	2
17. Second Street	¼ mi. W of Mace to Mace	2	4
18. Covell/Mace	Alhambra to Alhambra	2+	4+
19. Fifth Street	B Street to L Street	4	4 ³

1. With short turn lanes only at intersections.
2. Corridor plan and mitigation apply. It is the clear intent of this plan not to re-stripe Pole Line Road to four-lanes.
3. With Corridor Plan and mitigation.
4. Four lanes north of Claremont acceptable for intersection capacity and operations.
5. With traffic control at 2nd and B Streets.
6. Use Corridor Plan process to identify location of turn lanes for increased capacity at intersections.
8. The final configurations for the segment of Pole Line Road from Covell Boulevard to North City Limits shown in this table as segment #5 and in Figure 17, 2010 Land Configuration, shall be influenced by planning decisions regarding the 386-acre land site northwest of the Covell Boulevard / Pole Line Road intersection (known as the Covell Center" project site) and by County Road 102 configurations. The lane configuration of 4+ shown in this table and in Figure 17 may need to be only 2+ lanes.
9. The City shall give strong consideration to the factors of existing trees and bicycle and pedestrian access prior to street widenings.

"2" and "4" indicate the planned number of through lanes and "+" indicates additional turn lanes at intersections.

Policy MOB 1.4 Create a network of street and bicycle facilities that provides for multiple routes between various origins and destinations.

Standards

- a. Davis should develop a connected street pattern with multiple route options for bike and pedestrian travel in new and developed areas.
- b. New developments should be designed generally with a grid pattern to allow through traffic, to disperse the traffic throughout the project, and to provide multiple connections to arterial streets. Cul-de-sacs are allowed provided they connect to bicycle/pedestrian corridors. Figure 19 depicts a conceptual diagram of desired street patterns.

Actions

- c. Implement traffic calming measures where feasible to minimize the impact of the use of residential streets by vehicular through traffic. Conceptual diagrams of various traffic calming measures are shown in figure 20. Other measures, such as roundabouts, may also be employed.
- d. Develop guidelines for traffic calming strategies that include, but are not limited to, modified intersection designs, narrow streets, tight turning radii, sidewalk bulb outs, parking bays, textured paving, and parkways between sidewalks and streets.

Policy MOB 1.5 Develop a traffic calming program and implement traffic calming measures, where appropriate and feasible, to minimize the impacts on the use of local streets by vehicular traffic and to maintain, or as necessary enhance, livability of the neighborhoods. Consider traffic calming measures along collector and minor arterial streets, where appropriate and feasible, to slow speeds where needed. Examples of assorted traffic calming treatments are shown in Figure 20.

Actions

- a. Develop a comprehensive traffic plan and program which are oriented toward residential streets and which are not necessarily part of the City's corridor plan program. The City's Safety Advisory Committee, a subcommittee of the Safety Advisory Committee, or a

new task force should be in charge of developing this comprehensive traffic plan and program.

- b. Develop guidelines for traffic calming strategies and their implementation.
- c. Use traffic calming strategies to respond to requests by neighborhoods for traffic calming measures.

Policy MOB 1.6 Build new intersections and redesign existing intersections to maximize pedestrian and bike convenience and safety relative to automobile needs.

Standards

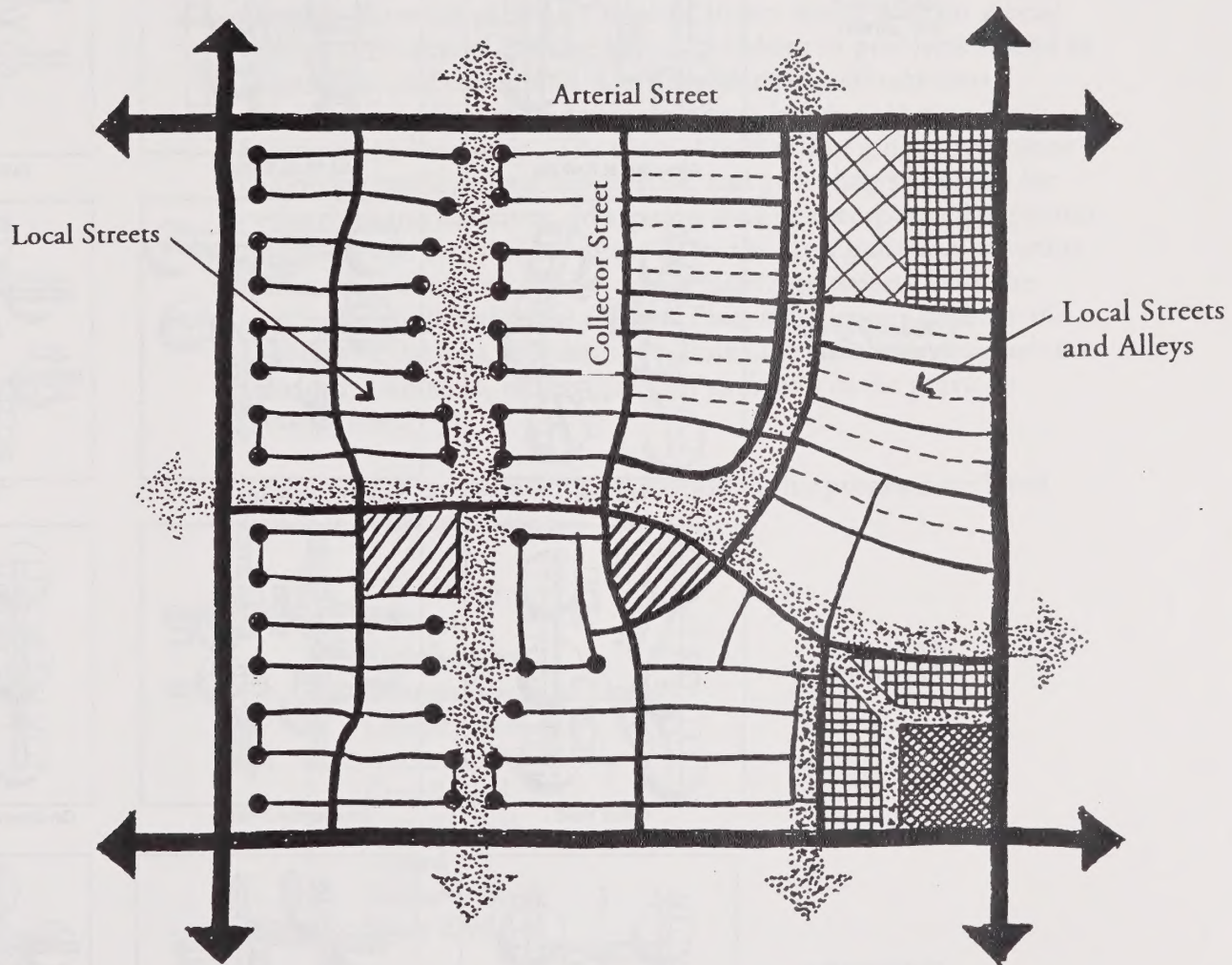
- a. Intersections should be designed to force cars to slow down when turning, using techniques such as reduced corner radii. The design elements of the signalized intersections of arterial streets shall be determined on an individual basis consistent with the objectives of this standard and other relevant policies in the general plan. The design of corner radii at arterial intersections shall consider traffic safety, including potential conflicts between motor vehicles and bicycles.

Actions

- b. Continue to time traffic lights and their activation mechanisms to give priority to bike and pedestrian travel.
- c. Study configuring intersections to allow bikes to maintain their momentum.



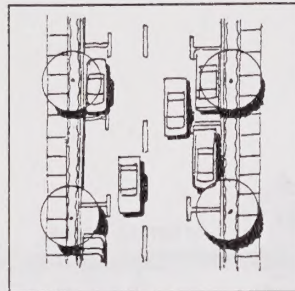
Figure 18: Multi-Modal Street Character



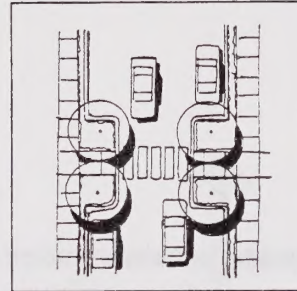
This diagram is intended to be approximately one-half mile square.

Figure 19: Street Pattern Concept

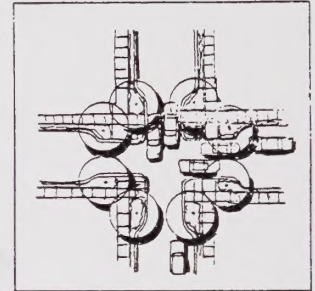
Narrowing
the Street



Allow Street Parking

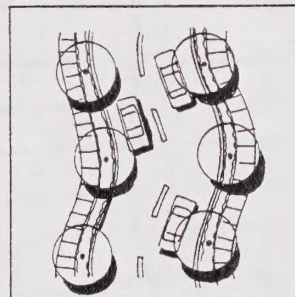


Mid-Block Bulbout

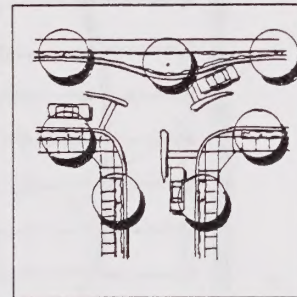


Bulbout Intersection

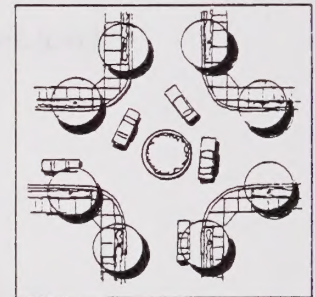
Deflecting the
Vehicle Path



Chicane

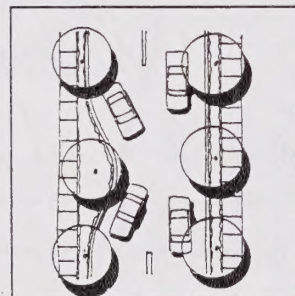


Modified Intersection

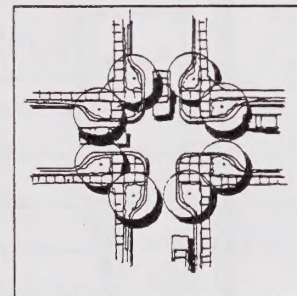


Traffic Circle

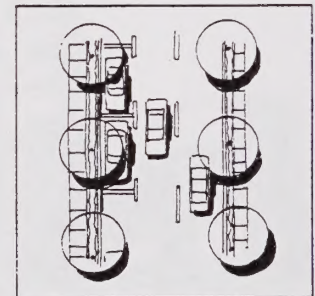
Sharing the
Pavement



Offset Yield

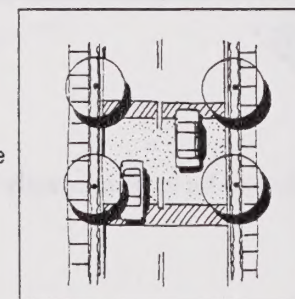


Intersection Yield

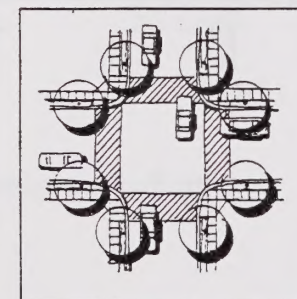


On-street Parking - One Side

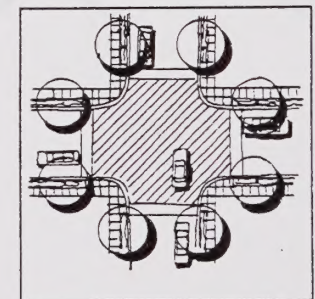
Changing the
Pavement Surface



Speed Table



Textured Pavement



Raised Intersection

Source: City of West Palm Beach, Florida

Figure 20: Traffic Calming Measures

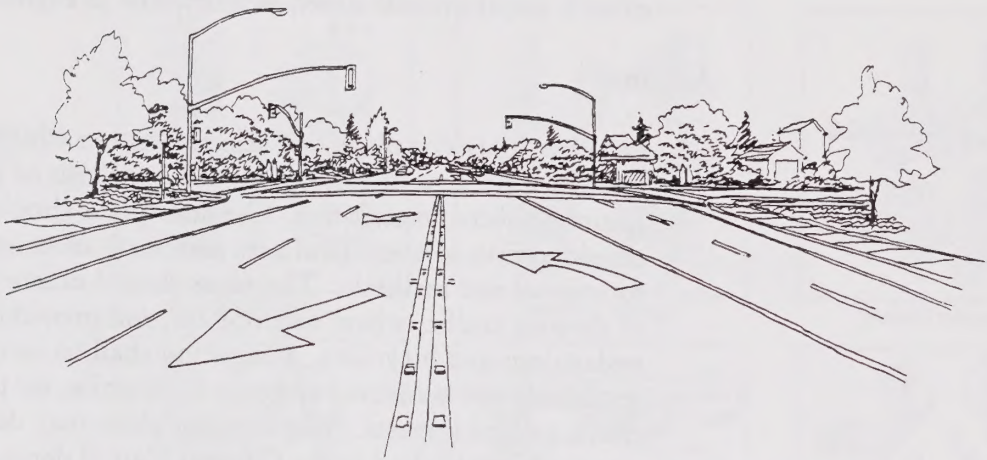
Policy MOB 1.7 Adopt development policies to improve the appearance of each major arterial street, as illustrated in Figure 21.

Actions

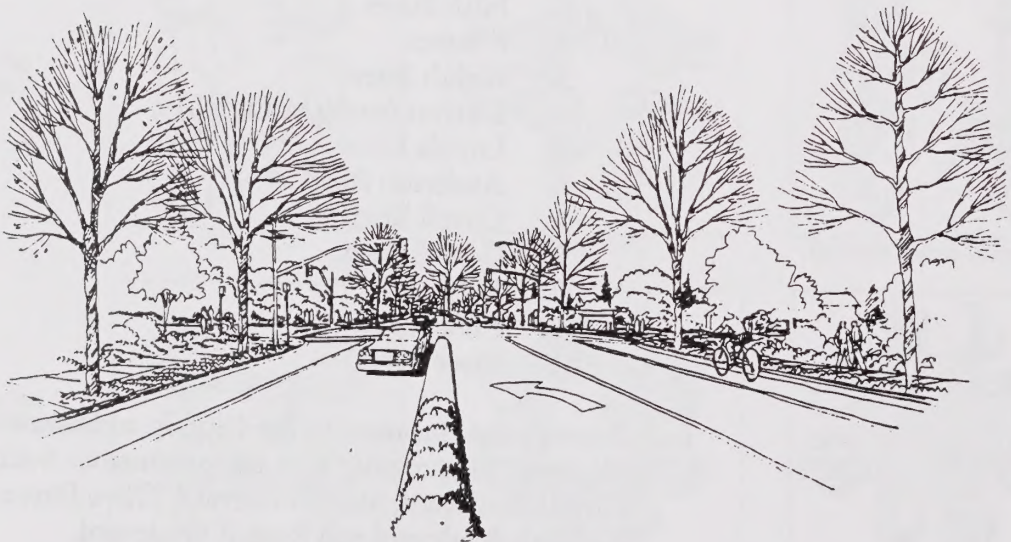
- a. Develop "corridor plans" for selected streets which warrant special treatment because of existing impact problems or problems related to future projected conditions. Corridor plans should take into consideration adjacent land uses and result in streets that are both functional and aesthetic. The plans should utilize innovative means of slowing traffic, where appropriate, and providing safe access for pedestrians and bicyclists. Mitigation shall be incorporated to protect residences and sensitive receptors from noise, air pollution and other traffic related impacts. The corridor plans may deviate from the standards established in the General Plan, if deviations improve the livability of the area. For example, Pole Line Road was designed to have only two lanes, rather than four as shown in the previous General Plan.

The streets to consider for participation in this program are listed below in order of priority.

1. Fifth Street
 2. F Street
 3. Eighth Street
 4. L Street (south of Eighth)
 5. Loyola Drive
 6. Anderson Road
 7. Covell Blvd.
 8. Cowell Blvd.
 9. Lillard
 10. Richards Blvd.
 11. Mace Blvd.
- b. Beautify the entrances to the City, in addition to Interstate 80 and Highway 113 corridor plan improvements. Such entrances include Covell Boulevard, Mace Boulevard, Olive Drive, Pole Line Road, Richards Boulevard and Russell Boulevard.
 - c. As the city's top corridor plan priority, continue to plan and implement the Pole Line Road Corridor Plan from the northerly city limits to the Cowell Boulevard intersection.



Examples of Existing Corridor



Possible Improvements

Figure 21: Corridor Plan Improvement Concepts

- d. Work with Caltrans, other affected agencies and developers to implement the Interstate 80/Highway 113 Corridor Plan through public and private projects in these corridors. The following policies shall be considered to achieve a high level of aesthetic quality and to develop amenities within the corridors, including a green backdrop with views to businesses adjacent to the freeway corridors.
 - 1. Locate public art in areas of high visibility and works of art in new freeway structures and corridor buildings.
 - 2. Develop freeway structures and overpass landscaping as aesthetic focal points.
 - 3. Design architectural elements to complement the corridor experience, define edges, and enhance vistas. Signage shall be of high aesthetic quality and shall avoid visual clutter.
 - 4. Buildings and streets outside of the highway rights-of-way shall have generous landscaped areas.
 - 5. Maintain viewsheds to important regional views.
 - 6. Develop new landmarks and vistas within the corridors.
 - 7. Preserve historic tree stands as well as individual trees to the greatest extent possible.
 - 8. Maintain cultural resources along the corridors.
 - 9. Utilize drought tolerant vegetation.

Policy MOB 1.8 Preserve and enhance the Richards Boulevard underpass as an entrance to Davis and the Core, while maintaining the historical character of the structure. Provide for the smoothest possible flow of auto, bicycle and pedestrian traffic by implementing transportation demand management measures.

Standards

- a. Implement various Transportation Demand Management measures to reduce demand at the Richards Boulevard underpass to the extent feasible, so that collectively these measures may reduce congestion along the Richards Boulevard/First Street corridor. These measures may include traffic control and

diversion components, alternate routes, bicycle safety and circulation components, emergency access and drainage improvement measures, and beautification components.

See Action MOB 1.7b regarding the beautification of City entrances.

Actions

- b. Continue to study and implement the Modified Transportation Demand Management (TDM) Measures Alternative as developed in the Richard Boulevard Corridor Upgrade Project EIR and subsequent City Council actions, using extensive public involvement.
- c. Work with Caltrans to determine the feasibility of connecting the Richards Boulevard northbound to I-80 westbound ramp to the same lane that serves vehicles using the southbound to westbound ramp to improve the merge with I-80 traffic.

Policy MOB 1.9 Implement the following specific projects to improve traffic flow and increase the use of non-vehicular transportation modes.

Actions

- a. Study reconfiguring Fifth Street between "B" and "L" Streets as two traffic lanes with center left turn lane and on-street bike lanes.

Policy MOB 1.10 Prohibit through truck traffic on streets other than identified truck routes shown in Figure 22.

Actions

- a. Direct through truck traffic away from residential areas and other sensitive land uses. Study alternate truck routing to reduce truck traffic on city streets.
- b. Improve signs indicating truck routes.
- c. Continue to provide a phone number with a recorder on which citizens can report license numbers and names of trucking companies that violate truck route regulations.

- d. Continue to implement a follow-up program with trucking companies with reported violations of truck route regulations.
- e. Designate a second truck route other than Covell Boulevard to serve the Hunt Wesson plant.
- f. Consider using County roads to divert truck traffic from the intersection of Covell Boulevard and Pole Line Road.

Policy MOB 1.11 Promote the use of electric vehicles and other low-polluting vehicles, including Neighborhood Electric Vehicles.

Standards

- a. New development shall include charging stations for electric vehicles in a distribution consistent with the future growth in the number of electric vehicles.

Actions

- b. Establish charging stations for electric vehicles in public parking lots in accordance with the future growth in the number of electric vehicles.
- c. Review and update the Davis Neighborhood Electric Vehicle Plan (March, 1996).

PARKING

GOAL MOB 2. Balance the needs to provide adequate parking in residential and commercial developments with the desire to limit automobile travel.

Policy MOB 2.1 Use parking as a transportation system management technique.

Standards

- a. Developments which support transit or include shared parking beyond routine requirements shall have reduced parking requirements.
- b. On-street parking on Greenstreets with bicycle lanes is discouraged in order to allow a narrower cross-section.

Actions

- c. Utilize the 1996 Downtown Parking Study and subsequent updates as the basis for Core Area parking improvements.
- d. Review city parking standards for residential and non-residential uses, with priority on non-residential uses, to recognize the utilization of transit and other modes and reflect shared parking opportunities.

DEDICATED BICYCLE AND PEDESTRIAN FACILITIES

GOAL MOB 3. Increase walking and the use of non-polluting forms of transportation, including bicycles.

Policy MOB 3.1 Develop a continuous trails and bikeway network for both recreation and transportation that serves the Core, neighborhoods, employment centers, schools and other institutions, minimizes conflicts between pedestrians, bicyclists, equestrians, and automobiles, and that minimizes impacts on wildlife. Greenbelts and Greenstreets should serve as the backbone of much of this network. Figure 23 shows the City's existing and planned primary bicycle network.

See the separate General Plan policy interpretation document titled "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets".

Standards

- a. There shall be no removal of existing bike lanes to add through traffic lanes.

Actions

- b. Enhance the safety, accessibility and coverage of the existing bicycle network, especially in the vicinity of UC Davis, schools and recreation areas.
- c. Work with the University in improving access routes through campus to connect with the open space network.
- d. Plan bicycle route connections to neighboring communities. Coordinate planning of these facilities with Yolo and Solano counties, the City of Woodland, and their bicycle plans.

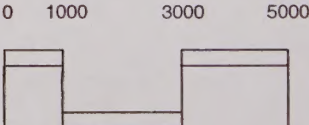
- e. Establish charging stations for electric vehicles in public parking lots in accordance with the future growth in the number of electric vehicles.
- f. Implement an on-going program to identify and eliminate hazardous conditions to cyclists and conflicts between cyclists and other transportation modes.
- g. Consider installation of traffic calming measures wherever a bicycle path crosses a street at-grade without a stop sign or a traffic signal.
- h. Improve signage and/or cautionary signals on roadways marking bicycle and pedestrian crossings.
- i. Establish guidelines as to when bike paths (in addition to on-street bike lanes) along arterial streets ought to be considered.
- j. Develop mechanisms to increase the funding for the creation and maintenance of bike paths.
- k. Develop standards to mitigate impacts of bicycle facilities on sensitive land uses such as wildlife habitat.



Figure 22
Truck Routes

 Established Truck Routes

Davis General Plan



Policy MOB 3.2 Continue to build transportation improvements specifically targeted at bicycles.

Actions

- a. Build the proposed Putah Creek Bicycle Crossing as the top priority bicycle improvement. Include accommodations for police and EMT vehicles, if necessary and feasible.
- b. Build the Mace Ranch to Willow Creek Bicycle Overcrossing of I-80. Include accommodations for police and EMT vehicles, if necessary and feasible.
- c. Strengthen the Campus-to-Core bike linkage along Third Street.

Policy MOB 3.3 Provide pedestrian and bicycle amenities.

Actions

- a. Improve destination signage throughout the city on bikeways.
- b. Install public facilities to serve bicyclists and pedestrians, such as water fountains and attractive, secure and accessible bike parking.
- c. Install secure and covered bike facilities at the train station.
- d. Prepare and implement bicycle parking standards for new developments.
- e. Install bike racks on inter-city buses.
- f. Encourage "for deposit" shopping cart arrangements so that pedestrians can take carts away from commercial areas and return them later.
- g. Maintain and expand the City's outreach program to promote bicycle safety and the use of bicycles as a viable and attractive alternative to cars.

Policy MOB 3.4 Attempt to provide safe and convenient pedestrian access to all areas of the city.

Actions

- a. Establish a level-of-service standard for walking (pedestrians) and bicycling. Incorporate the level of service into this General Plan when it is established.
- b. Implement an ongoing program to identify and eliminate hazardous conditions to pedestrians.
- c. Maintain and repair sidewalks to make them as safe as possible for pedestrians.

Policy MOB 3.5 Develop a system of trails at the periphery of the city and within the city for recreational use and to allow walkers and bicyclists to reach open space and natural areas.

Standards

- a. The creation of an urban periphery loop trail is a low priority. However, the City recognizes that some portions of such a trail already exist, and should take advantage of opportunities for further acquisition and construction as they present themselves.
- b. Trails should be developed in roadway rights-of-way wherever possible to minimize conflicts with surrounding rural landowners, but should be separated from the roadway itself by a planting strip.
- c. Tree planting between roads and roadside trails is encouraged, but should not interfere with roadway visibility.

Actions

- d. Develop destination-oriented trails.
- e. Work with the counties, other cities and the general public to minimize conflicts with land uses such as agriculture and wildlife habitat when developing a trails network.
- f. Install additional landscaping along Old Highway 40/I-80 and Second Street.

See also Policy POS 3.3 for additional specific projects.

TRANSIT

GOAL MOB 4. Reduce automobile use by improving transit service and encouraging transit use.

Policy MOB 4.1 Facilitate the provision of convenient, frequent, dependable and efficient scheduled transit and demand responsive transit for Davis residents.

Standards

- a. The greatest concentration of transit routes should be near high density developments.

Actions

- b. Implement the Davis portion of the Yolo County Transit Plan.
- c. Improve transit line coverage, frequency and seasonal regularity throughout the city and to adjacent cities, with particular emphasis on service to the core, employment centers, social services and institutions.
- d. Continue to provide para-transit services. Cooperate with volunteer efforts to provide these services.
- e. Publicize the availability of para-transit services.
- f. Expand, improve and publicize the multi-modal transportation center in the Core Area.
- g. Work towards establishing neighborhood transit stops.
- h. Provide bus schedules, maps, attractive shelters and clocks at transit stops.
- i. Establish a City/County/University transportation clearinghouse service that provides information on bus schedules and other alternative travel options.
- j. Work proactively to coordinate transit service between the Yolo County Transit Authority, Unitrans, and other transit service providers.
- k. Study technology to provide real-time information on bus locations.

- l. Study installing transit-aware traffic signals to give priority to buses.
- m. Support continuation and expansion of the federal subsidies needed by all local transit systems.
- n. Ensure that the existing railroad right-of-way between Davis and Sacramento is maintained for existing and future rail service of all types.

Policy MOB 4.2 Make transit more available and accessible to students and youth.

Actions

- a. Facilitate better coordination between local transit providers and the school district to optimize transit routes and services for youths.
- b. Continue to support and inform the public about the availability of school busing for the junior and senior high schools.
- c. Explore the use of volunteer drivers to augment existing youth transit services.
- d. Establish methods and procedures to obtain input from youth to help plan routes and schedules that better serve the city youth.
- e. Consider the provision of busing to public elementary schools with special programs that attract students from throughout Davis.

Policy MOB 4.3 Require new development designs that maximize transit potential.

See the separate General Plan policy interpretation document titled "Locational Guidelines for Residential Densities and Senior Housing".

Standards

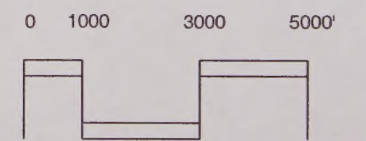
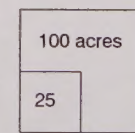
- a. New developments adjacent to arterial streets or transit routes shall include bus loading zones, shelters and other amenities which make transit attractive.

Figure 23 Primary Bicycle Network

- Existing Facility
- Proposed Facility
- Possible Grade Separation
- Existing Grade Separation
- UCD Facilities

- NOTES
1. This map is to illustrate a general bicycle network only. See the City's Bicycle Plan for more specific information on routes, facilities and improvements.
 2. The network is comprised of bike paths, bike lanes and shared roadways. Not all of the existing or proposed network is shown.

Davis General Plan



- b. All arterial and collector streets shall be designed to accommodate buses.
- c. New developments shall provide unconstrained access to bus stops for pedestrians and bicyclists.

TRANSPORTATION DEMAND MANAGEMENT

GOAL MOB 5. Develop alternative transportation solutions which will help alleviate peak hour congestion and improve air quality.

Policy MOB 5.1 Develop and maintain a trip-reduction program designed to achieve a 10-percent reduction by 2010 in motor vehicle trips per capita relative to 1987 levels, or higher if so required by the US Environmental Protection Agency, the California Air Resources Board or the Yolo-Solano Air Quality Management District.

Standards

- a. Developers of new business and residential real estate shall provide transportation improvements to offset trip increases caused by their developments. Developers shall mitigate significant adverse traffic impacts upon existing neighborhoods to reduce the impacts to less-than-significant levels, unless the city finds that full mitigations would be incompatible with the neighborhood.

Actions

- b. Adopt a program that requires participation by employers located in concentrated commercial areas in TSM/TDM programs.
- c. Cooperate with the University to ensure that the City and University Transportation Systems Management (TSM) programs are implemented to minimize traffic demand on city streets.
- d. Establish a periodic evaluation of the effectiveness of the City's trip reduction plan. Revise the City's trip reduction ordinance to be consistent with changes in State law.
- e. Encourage ride sharing and staggered work hours for City employees.
- f. Provide incentives to promote ridesharing among Davis residents.

- g. Implement financial and parking incentives to encourage drivers to use alternative transportation, including bicycles, electric vehicles, transit systems and ridesharing.
- h. Encourage existing parking lot owners to allow transit riders and ride sharers to park in their parking lots.
- i. Create a bicycle pool for use by City employees during working hours.
- j. Construct park-and-ride lots in Davis to support intercity transit and ridesharing.

Policy MOB 5.2 Develop a student trip reduction program with DJUSD.

Actions

- a. Work cooperatively with the Davis Joint Unified School District to develop a transportation and safety management program related to all school sites. Explore as part of this program a trip reduction program (i.e. encourage ride sharing, implement a neighborhood parking program, encourage student to walk or bike, encourage staff to reduce the use of cars, etc.). Explore as part of this program a transportation safety program (i.e. request Davis High School to reduce the need and desirability for students to leave campus at lunch time, etc.).

SAFETY AND NOISE

GOAL MOB 6. Increase safety of and decrease noise and air pollution from transportation throughout the city.

Policy MOB 6.1 Safety and noise concerns should take priority over traffic flow in roadway planning.

Standards

- a. Design street patterns to minimize emergency vehicle response times.

Actions

- b. Use traffic calming devices and speed limits as appropriate throughout the city to meet the twin goals of safety and noise reduction.
- c. Improve signage and/or cautionary signals denoting reduced speed limits.
- d. Respond to requests for neighborhood-specific traffic-calming and safety-enhancing measures which are proposed and backed by neighborhood residents.
- e. Create a standing subcommittee of the "Safety Advisory Committee" to promote bicycle and pedestrian safety and convenience.

Policy MOB 6.2 Cooperate with the school district in promoting safe and convenient student bicycle/pedestrian routes between school and home.

Actions

- a. Request the DJUSD to work with the Safety Advisory Committee (SAC), City staff and neighborhood committees on student transportation issues.
- b. Request each school do an annual school commute survey of their students to identify the major routes and modes of travel, the greatest safety hazards (e.g., street crossings, underpasses, drop-off areas), and recommend actions to the Safety Advisory Commission.
- c. Strongly encourage DJUSD to work with City staff and the SAC when designing new schools, modifying attendance boundaries or making other changes that affect student trip patterns.
- d. Strongly encourage the DJUSD to maintain active membership in the Yolo Transportation Management Association (TMA).
- e. Encourage the DJUSD to work with the City on safe routes to school and traffic mitigation, especially related to student commutes and arrival and departure times at school sites.

TRANSPORTATION POLICY MAKING

GOAL MOB 7. Address transportation policy-making in a balanced, objective way.

Policy MOB 7.1 Create a City government structure regarding transportation that addresses all modes in a balanced, integrated fashion.

Actions

- a. Restructure City department responsibilities regarding traffic so that all modes of transportation receive equal consideration.

Policy MOB 7.2 Gather in-depth quantitative and qualitative information on the travel behavior of Davis residents to provide a reliable empirical foundation to plan solutions to transportation-related problems, and to monitor the effectiveness of transportation programs and policies and their effects on residents' mobility.

Standards

- a. Predictions of traffic impacts of new development shall be based on traffic trends observed over the previous three to five years.
- b. Bicycle and pedestrian flow, air pollution and vehicle fuel consumption shall be considered when analyzing and setting traffic lights and designing transportation systems.

Actions

- c. Gather comprehensive travel data regarding Davis residents on a regular basis.

Policy MOB 7.3 Develop a system of trails at the periphery of the city and within the city for recreational use and to allow walkers and bicyclists to reach open space and natural areas.

Standards

- a. The creation of an urban periphery loop trail is a low priority. However, the City recognizes that some portions of such a trail already exist, and should take advantage of opportunities for further acquisition and construction as they present themselves.

- b. Trails should be developed in roadway rights-of-way wherever possible to minimize conflicts with surrounding rural landowners, but should be separated from the roadway itself by a planting strip.
- c. Tree planting between roads and roadside trails is encouraged, but should not interfere with roadway visibility.

Actions

- d. Develop destination-oriented trails.
- e. Work with the counties, other cities and the general public to minimize conflicts with land uses such as agriculture and wildlife habitat when developing a trails network.
- f. Install additional landscaping along Old Highway 40/I-80 and Second Street.

See also Policy POS 3.3 for additional specific projects.

Chapter 3. Urban Design and Neighborhood Preservation

BACKGROUND

Urban Form

Davis' urban form is generally characterized as that of a small-scale, university city situated within a larger agricultural area. The city is surrounded by agricultural lands, which are dissected by streams, flood control channels, and canals. The fields are most often open to expansive views across fields planted with low-growing grain and row crops.

The city can be divided into several distinct segments:

- The **Downtown** has a compact, grid street pattern. It is the center of commercial activity in Davis, and its design reflects its central role.
- Cohesive **residential neighborhoods** bounded by tree lined streets surround the Downtown. These neighborhoods are distinguished by the decade in which they were developed. The neighborhoods differ in their street pattern, lot sizes, conventional versus cluster arrangements, and linear greenways.
- The **UC Davis campus** is a dominant organizing element in the Davis area. With a few exceptions, however, the visual linkages between the campus and the city are generally weak, without defining structures or open spaces signifying major entrances, gateways and edges.

Major Views

Views from the agricultural fields are enclosed on the west by the Coast Range hills. Views to other directions are open to the horizon, although the Sierra Nevada Mountains, Sutter Buttes, and Mount Diablo can be seen on clear days. Davis is not highly visible from distant views due to an absence of natural or built vertical elements distinguished from the surrounding agricultural lands. The water towers on the campus and the Alumni Center are the distinguishing features in views north from Interstate 80.

Greenstreets

The City has a system of "Greenstreets", which consists of most of the existing and planned major arterial, minor arterial and collector streets in the City. Greenstreets are intended to provide convenient and attractive circulation routes for bicyclists and pedestrians, as well as cars. In July 1992, the City Council approved a General Plan policy interpretation which included guidelines for how Greenstreets should be designed in new developments.

GOALS, POLICIES AND ACTIONS

GOAL UD 1. Encourage community design throughout the City that helps to build community, encourage human interaction and support non-automobile transportation.

Policy UD 1.1 Promote urban/community design which is human-scaled, comfortable, safe and conducive to pedestrian use.

Standards

- a. New neighborhoods shall be designed so that daily shopping errands and trips to community facilities can generally be completed within easy walking and biking distances.
- b. New development shall incorporate a balanced circulation network that provides multi-route access for vehicles, bicycles and pedestrians to neighborhood centers, greenbelts, other parts of the neighborhood and adjacent districts and circulation routes.
- c. Garages on new single-family, duplex and split lot homes should be subordinate in visual importance to the house itself, especially the entry. Desirable and undesirable garage designs are shown in Figure 24.
- d. Where possible, commercial buildings should abut the street or other public accessway, with parking located behind.

Discouraged



Acceptable



Preferred



Preferred

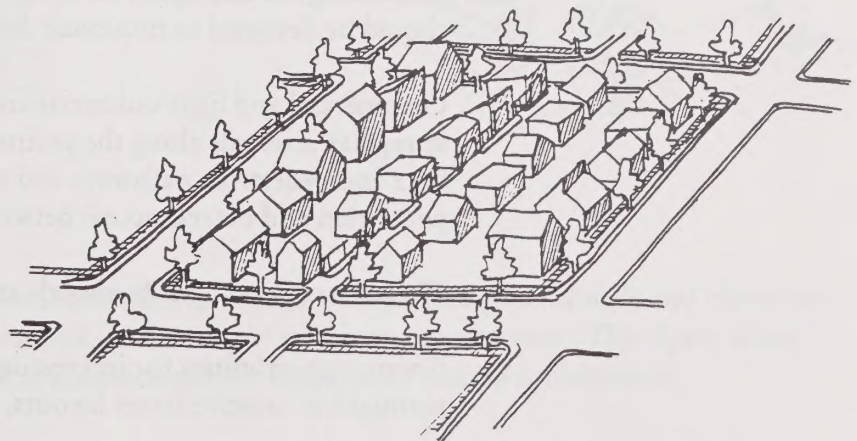


Figure 24: Garage Design Concepts

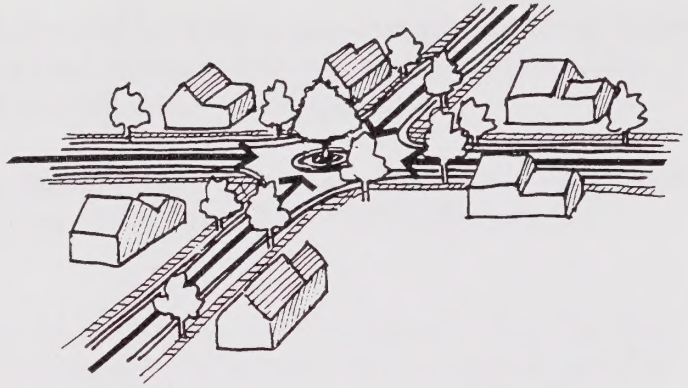
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- e. Pedestrian walkways and/or building pass-throughs should be located to provide access from sidewalks into individual projects separate from major vehicular driveways and circulation.
 - f. New cul-de-sacs shall have bicycle/pedestrian passages through them that connect to other streets, greenbelts or publicly accessible corridors.
 - g. Designs that are urban in character are encouraged around the core area and at neighborhood activity nodes. Such designs include, but are not limited to, buildings that extend to the front and side property lines, buildings which provide a feeling of permanence and durability, and buildings with outdoor cafes and plazas. Desired character for the Core is illustrated in Figure 25.
 - h. Pedestrian-oriented design is encouraged in the allocation of space, building size and placement, site enhancement, open space design, connection to pedestrian/bikeways and site amenities.
 - i. New development should include pedestrian-attracting public spaces that provide informal areas for people of all ages to interact with one another and with nature.
 - j. New buildings should be integrated with open space to enhance living and working areas.
 - k. In commercial and light industrial areas, buildings and their entries should be designed to minimize distance to public transit.
 - l. Commercial and light industrial areas should have access connections at regular intervals along the perimeter of the project area to adjacent bike and pedestrian pathways and easily-accessible, landscaped pedestrian and bicycle access between various areas.
 - m. Walled and gated neighborhoods are discouraged.
 - n. Create opportunities for interesting visual focal points and vistas throughout creative street layouts, as illustrated in Figure 26.



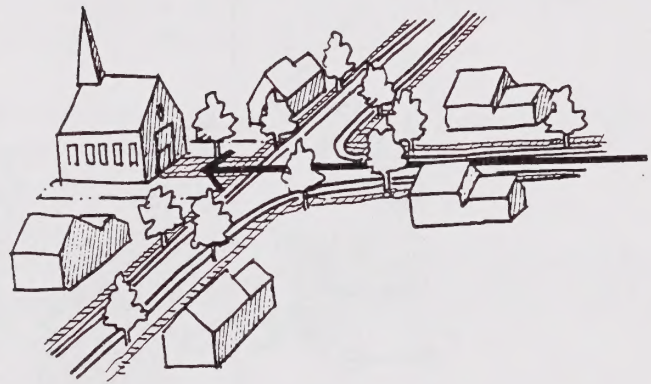
Note: This figure is intended to illustrate the desired general scale and character of the core area, and examples of streetscape elements. This figure is not intended to illustrate specific examples of desired architecture.

Figure 25: Core Area Character

Focal Point



Visual Terminus



Window On A Park

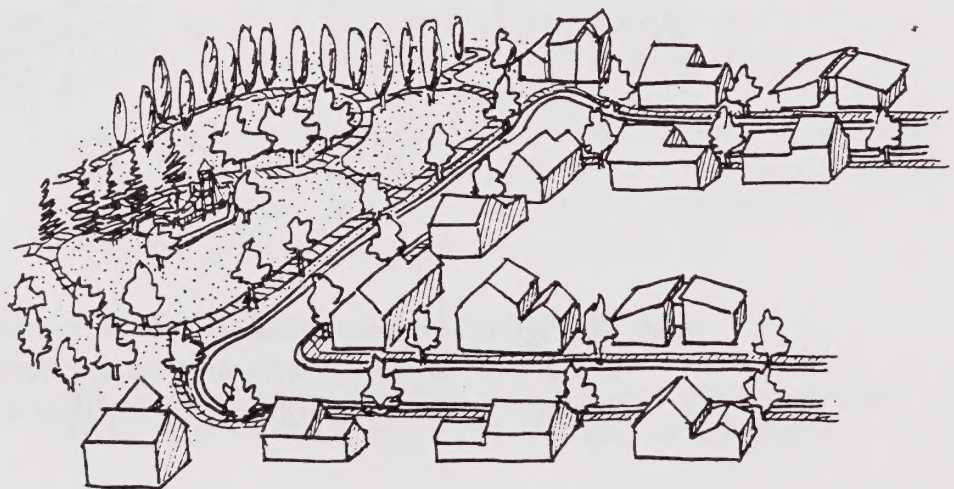


Figure 26: Creative Street Design Concepts

Actions

- o. Develop flexible street design standards that provide adequate bicycle and pedestrian safety, emergency vehicle access, and strong aesthetic qualities in rights-of-way that are as narrow as possible.
- p. Install accent planting at neighborhood entry points.
- q. Install tree-shaded benches throughout Davis.
- r. Utilize on-street parking to provide a physical and visual barrier between autos and pedestrians, where appropriate.

GOAL UD 2. Maintain an aesthetically pleasing environment and manage a sustainable community forest to optimize environmental, aesthetic, social and economic benefits.

Policy UD 2.1 Preserve and protect scenic resources and elements in and around Davis, including natural habitat and scenery and resources reflective of place and history.

Actions

- a. Undertake a program to inventory and describe Davis' existing scenic resources and elements reflective of place and history.
- b. Develop, adopt and implement policies and actions to protect and preserve identified scenic resources and elements reflective of place and history.

Also see the goals, policies and actions related to historic buildings and districts in Chapter 16, Historic and Archaeological Resources.

Policy UD 2.2 Maintain and increase the amount of greenery, especially street trees, in Davis, both for aesthetic reasons and to provide shade, cooling, habitat, air quality benefits, and visual continuity.

Standards

- a. New local streets in residential areas, collector streets and arterial streets should have landscaped strips with trees between sidewalks and streets.
- b. Arterial and collection streets in new developments should have planted medians, but with widths sized to accommodate tree and shrub plantings. Medians on collector streets should be limited to locations where the median contributes to a specific purpose or solves a specific problem, such as enhancing a neighborhood entry, calming traffic, or providing a needed pedestrian refuge at intersections. Removal of street trees to accommodate an increase in vehicular traffic shall occur only as a last resort, after review by appropriate boards and commissions.
- c. Streets that are planted in the future are expected to have wide canopies, sufficient to eventually provide, at maturity, at least 50 percent shade coverage of the pavement area of local streets and 30 percent shade coverage of the pavement area of collector and arterial streets.
- d. New developments should include Greenstreets, where appropriate.
- e. Existing arterial and collector streets should be converted to Greenstreets where appropriate and existing local streets should be evaluated for adequate tree canopies..
- f. Removal of street trees to accommodate increased vehicular traffic shall occur only as a last resort.

Actions

- g. Maintain existing street trees and implement a program of replacement street tree planting using large canopy deciduous trees where appropriate.
- h. In redevelopment or new development areas, plant trees and other vegetation to the greatest extent possible, with a minimum of pavement.

- i. Develop a street tree master plan that specifies the species of trees to be planted on each roadway segment in Davis and provides a strategy for funding, maintenance and replacement.
- j. Evaluate existing street trees for adequate canopies, and consider streets found to be lacking sufficient canopy for street tree improvement programs.
- k. Complete, implement, evaluate and revise the City-wide tree planting, preservation and protection ordinance.
- l. Establish a tree gift program which encourages the use of potted trees or plants to be donated to the City for planting (i.e. Christmas trees).
- m. Continue to work with community groups such as Tree Davis to organize tree planting and maintenance activities.
- n. Implement a program to replace trees in a timely fashion on streets with significant existing trees that could be expected to die soon.
- o. Develop a Community Forest Management Plan for the City of Davis.

Policy UD 2.3 Require an architectural "fit" with Davis' existing scale for new development projects.

Standards

- a. There should be a scale transition between intensified land uses and adjoining lower intensity land uses.
- b. Taller buildings should be stepped back at upper levels in areas with a relatively smaller-scale character.
- c. Buildings should be varied in size, density and design.

Policy UD 2.4 Create affordable and multi-family residential areas that include innovative designs and on-site open space amenities that are linked with public bicycle/pedestrian ways, neighborhood centers and transit stops.

Standards

- a. Multi-family buildings should provide easy pedestrian access to the nearest transit stop and/or neighborhood center.
- b. Multi-family development design should be compatible with adjoining single family areas.
- c. High density housing should be organized around usable common space.
- d. Multi-family housing complexes should be designed, constructed and managed in projects of no more than 150 units, not including any density bonus.

Policy UD 2.5 Ensure attractive and functional signs.

Actions

- a. Update and maintain design guidelines for regulation of signs.
- b. Update and maintain sign regulations as part of the City's zoning ordinance.
- c. Work with Yolo County and the California Department of Transportation to minimize the number and size of off-site advertising along the freeways in the Planning Area.

Policy UD 2.6 Require high-quality design standards for manufacturing, assembly, research and development, warehousing, and distribution type land uses.

Standards

- a. Stored materials, goods, parts or equipment should be screened from adjacent public streets or highways.
- b. Loading facilities should be designed as an integral part of the building(s) which they serve and should be located in an inconspicuous manner.

- c. Extension of loading facilities, including incidental parking and maneuvering areas, into required minimum setback areas is prohibited.
- d. Roof mounted equipment should be screened from view of any ground level area accessible to the general public.
- e. Trash enclosures, noise generating equipment, and other nuisances shall be adequately screened or located away from any adjacent residential use.

GOAL UD 3. Use good design as a means to promote human safety.

Policy UD 3.1 Use good design to promote safety for residents, employees, and visitors to the City.

Standards

- a. Parks, shopping centers, schools and other institutional uses should be located on prominent, central sites where they will "belong" to the neighborhood they serve with strong pedestrian connections to these central sites.

Policy UD 3.2 Provide exterior lighting that enhances safety and night use in public spaces, but minimizes impacts on surrounding land uses.

Standards

- a. Outdoor lighting should not unreasonably interfere with the use and enjoyment of dark-sky activities and near-by residences.

Actions

- b. Establish a hierarchy for lighting fixture intensity, height and character based on its intended purpose.
- c. Consider a retrofit program for light fixtures which are not appropriately shielded, including city lighting.

GOAL UD 4. Create an urban design framework that would strengthen the physical form of the city.

Policy UD 4.1 Develop an urban design framework plan to consolidate and clarify the relevant design concepts in this chapter and other chapters to promote a positive and memorable image for the city and to reinforce the functional systems of the city such as land use, circulation, and open space.

Actions

- a. Develop an urban design framework plan which includes the elements of districts, edges, paths, entries, centers, nodes and focal points. The framework plan would be implemented through the design of public and private projects.
- b. Consider the framework plan in the development of design guidelines and in the review of individual public and private projects.

GOAL UD 5. Create and enforce clear and reasonable design guidelines that operationalize the relevant goals, policies and actions of this general plan.

Policy UD 5.1 Develop and implement new design guidelines which are reviewed periodically.

Actions

- a. Replace the City's "Architectural and Landscape Architectural Standards," approved in 1976, with updated design review guidelines that implement the relevant goals, policies and actions of this general plan. Consider some form of citizen oversight in the update of the design review guidelines.
- b. Use community image surveys to provide a basis for the updated design guidelines.
- c. Ensure that new design guidelines are realistic and can be implemented by the public and private sector(s), and are compatible with nearby residential areas.

- d. Vest primary responsibility for design review with City staff, and include appropriate public notice appeal procedures.
- e. Develop site design standards for new single-family residential development that create variability of lot sizes, FARs, setbacks, building heights, floor plans, and architectural styles/treatments within each new development area. The Planning and Building Department shall take the lead in developing these standards with input from various community groups and local professionals.

GOAL UD 6. Strengthen the city's neighborhoods to retain desirable characteristics while allowing for change and evolution, promoting public and private investments, and encouraging citizen involvement in neighborhood planning.

Policy UD 6.1 Recognize the existence of individual neighborhoods with general boundaries and facilitate the development of neighborhood strategies in partnership with residents and property owners. The strategies should recognize the unique characteristics of the individual neighborhood and the potential for change, within the context of a well-planned city. The strategies should be directed toward solving unique neighborhood problems and implementing neighborhood priorities and enhancing livability.

Actions

- a. Develop a "community partnership" program to provide information and facilitate the involvement of neighborhood residents and property owners in neighborhood planning and problem solving.
- b. Identify and explore funding possibilities for physical improvements which would address neighborhood problems and priorities and improve livability.
- c. Revise city codes to remove regulatory barriers to neighborhood improvements and livability, particularly in older neighborhoods. Such revisions could be related to development standards and home occupation standards in the zoning ordinance

- d. Study revisions to the current building plan check, inspection and permit process to reduce barriers to infill projects and to residential and commercial remodels of existing buildings.

Chapter 4. Housing

This chapter contains the City's Housing Element policies. The full text of the Housing Element and more specific information on the policies is contained in the full Housing Element, available at the Community Development Department.

BACKGROUND

Population Estimates and Projections

Figure 27 and Table 9 provide population estimates and projections over time for the City of Davis, Davis area, and the County of Yolo. UC Davis enrollments are also provided for comparison because of the similar growth of UC Davis enrollment and the City's population. The State Department of Finance estimates that in January 1996 the population of the City of Davis was 52,600.

The Sacramento Area Council of Governments projects that the population of the City of Davis will be 65,615 in the year 2010.¹

Age Distribution

Table 10 shows the age distribution of the population in Davis and Yolo County in 1990. Over one quarter of the Davis population is aged 20-24, while the County proportion in the same age range is less than one-sixth. College students in Davis account for this difference. The City's share of persons over age 60 is significantly lower than elsewhere in the County, although it has increased from 6.2 percent in 1980 to 8.4 percent in 1990. Age distribution is important in the planning of services and housing types.

Household Population and Composition

The estimated average persons per household in Davis has decreased slightly over the last five years, as follows, based on estimates by the California Department of Finance:

¹Source: Sacramento Area Council of Governments, March 2001.

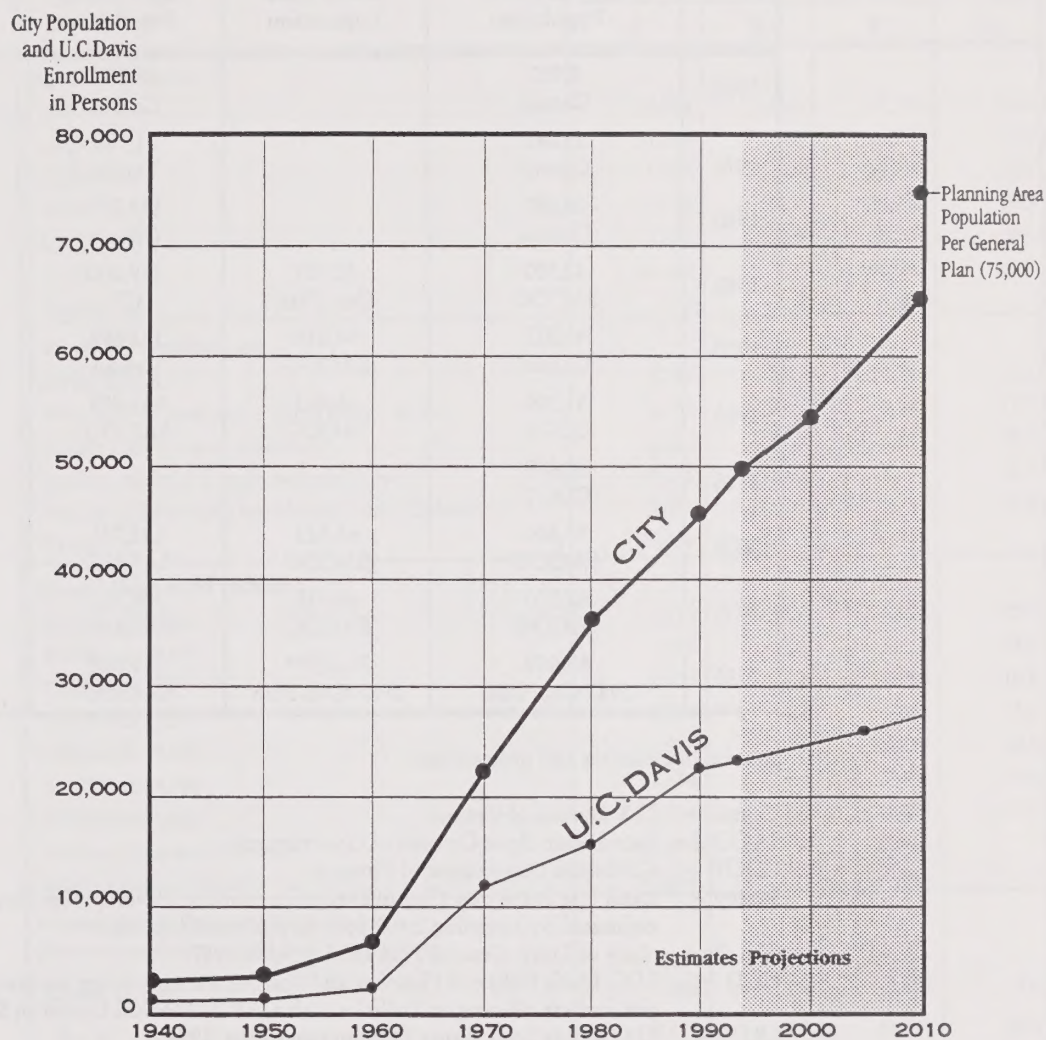
1992	2.53 (average number of persons per household)
1993	2.50
1994	2.44
1995	2.45
1996	2.47

Table 10 shows the composition of households of the population in Davis and Yolo County in 1990. A "family" is defined as a household of two or more persons in a blood or marriage relationship. Because of the UC Davis students, Davis has a lower proportion of "families" than the remainder of Yolo County.

Household Income

Table 10 shows the incomes of households in Davis and Yolo County in 1990. The median household income in 1990 was \$29,044 and the mean family income was \$47,262. The significant difference between household incomes and family incomes reflects the relatively low incomes of students and other non-family households.

Very-low-income households are defined as earning a gross income of less than 50 percent of the median income of Yolo County (as determined by the U.S. Department of Housing and Urban Development). Low-income households are defined as earning a gross income of more than 50 percent and less than 80 percent of the median income for Yolo County. Moderate income households are defined as earning a gross income of more than 80 percent and less than 121 percent of the median income for Yolo County.



Sources: Census, California Department of Finance, Sacramento Council of Governments, and U.C. Davis Budget and Planning Office.

Figure 27: City Population and UC Davis Enrollment

Table 9
POPULATION ESTIMATES AND PROJECTIONS

	City of Davis Population	Davis Area Population	Yolo County Population	U.C. Davis Campus Enrollment
1960	8,910 Census		65,727 Census	2,422 UCD ('59-60)
	23,488		91,788	12,320
1970	Census		Census	UCD ('69-70)
	36,640		113,374	16,532
1980	Census		Census	UCD ('79-80)
	42,500	50,529	129,000	19,314
1988	SACOG	Gen. Plan	CP	UCD ('87-88)
	46,322	54,013	141,092	20,961
1990	Census	SACOG	Census	UCD ('89-90)
	51,500	60,463	162,808	22,372
1995	CDOF	SACOG	SACOG	UCD ('94-95)
	52,600			22,339
1996	CDOF			UCD ('95-96)
	57,800	64,522	183,736	23,803
2000	SACOG	SACOG	SACOG	Interpolation*
	62,700	68,318	208,362	26,000
2005	SACOG	SACOG	SACOG	LRDP ('05-06)
	65,600	74,725**	239,068	Not Projected
2010	1987 Gen. Plan	1987 Gen. Plan	SACOG	At This Time***

Sources of estimates and projections:

Census = U.S. Bureau of Census

SACOG = Sacramento Area Council of Governments

CDOF = California Department of Finance

Survey = Land Use Survey by City of Davis Community Development Department, population estimated by assuming 2.492 persons per residential unit.

Gen. Plan = City of Davis General Plan as adopted in 1987.

UCD = U.C. Davis Office of Planning and Budget, 3 term average on-campus enrollment (does not include off-campus facilities such as UCD Medical Center in Sacramento).

LRDP = U.C. Davis Long Range Development Plan, 1994.

* An interpolation between the figures of 22,339 in 1995 and 26,000 in 2005-06.

** Not including population in residential living groups.

*** A letter from Chancellor Larry Vanderhoef dated June 30, 1997 states that the U.C. Regents are not currently prepared to go forward with a new long-term enrollment plan and that a 31,000 enrollment figure previously considered as an optimum ultimate size probably would happen over a longer period than the 2010 horizon.

Table 10
POPULATION CHARACTERISTICS, 1990

	City of Davis		County of Yolo	
	#	%	#	%
Age Distribution				
0-19	10,838	23.4	41,702	29.6
20-24	11,819	25.6	18,774	13.3
25-39	11,969	25.9	35,779	25.4
40-59	7,709	16.7	26,770	19.0
60 and over	3,874	8.4	18,067	12.8
Total	46,209		141,092	
Median Age	25.5	-	28.9	-
Household Composition				
Living Alone	4,352	24.3	11,795	23.1
Non-family Household - More than 1 person	5,069	28.3	6,993	13.7
Family - No Related Children	4,222	23.6	14,828	29.1
Family - Married Couple with children	3,225	18.0	12,608	24.7
Family - Unmarried Householder with Children	1,058	5.9	4,748	9.3
Total	17,926		50,972	
Annual Household Income				
Less than \$10,000	3,179	17.7	8,106	15.9
\$10,000 to 19,999	3,465	19.3	9,666	18.9
\$20,000 to 29,999	2,537	14.1	8,593	16.8
\$30,000 to 39,999	1,937	10.8	6,613	12.9
\$40,000 to 49,999	1,910	10.6	5,789	11.3
\$50,000 to 74,999	2,596	14.4	7,474	14.6
\$75,000 and over	2,344	13.0	4,878	9.5
Median Household Income	29,044	-	28,866	-
Median Family Income	47,262	-	36,866	-
Persons Below Poverty Status by Age (Percentages shown are of total population)				
Under 18 years	562	1.2	5,774	4.1
18 - 34	10,118	22.0	13,849	10.2
35 - 39	419	0.9	2,593	1.8
60 and over	123	0.3	1,153	0.8
Total Persons Below Poverty Status	11,222	24.4	23,369	16.6

Source: 1990 U.S. Census

Housing Growth

Figure 28 shows the number of building permits issued during the last six fiscal years for residential units in the City. An annual average of 445 permits were issued, with a high in the year 1991-92 and a low in the year 1988-89.

Housing Composition

Table 11 shows the composition of housing units in the City and in the Planning Area as of 1990, which is the most recent year for which data is available. In that year, the City's housing units consisted of approximately 65 percent single family units and 35 percent multi-family units. Group living quarters are not included in this calculation. The Planning Area had a higher proportion of multi-family units because of the inclusion of the apartments and residence halls on the UC Davis campus.

Housing Age and Condition

Table 11 shows the age of the City's housing stock built through March 1990. The period with the greatest percentage of housing built was 1970-1979 (36 percent), followed by 1980-1988 (25 percent) and 1960-1969 (22 percent).

In April 1993, City staff conducted an exterior housing conditions survey of the entire Planning Area and found that only eight housing units need rehabilitation. The survey was based on a commonly used point system to evaluate condition in terms of foundation, roof, siding, windows and doors. The amount of housing units in poor condition would probably remain extremely low even if more intensive surveys and interior inspections were conducted.

The housing stock is generally in good condition primarily because it is relatively new. Another factor is the City's ongoing Resale/Retrofit program, which requires that housing units be inspected on resale and brought up to standards.

Housing Tenure

Table 11 shows that in 1990, 58.1 percent of the City's housing units were occupied by renters, 40 percent were occupied by owners, and 1.9 percent were vacant. Renter-occupied homes include apartments as well as single-family houses; owner-occupied units include houses, condominiums, and mobile homes.

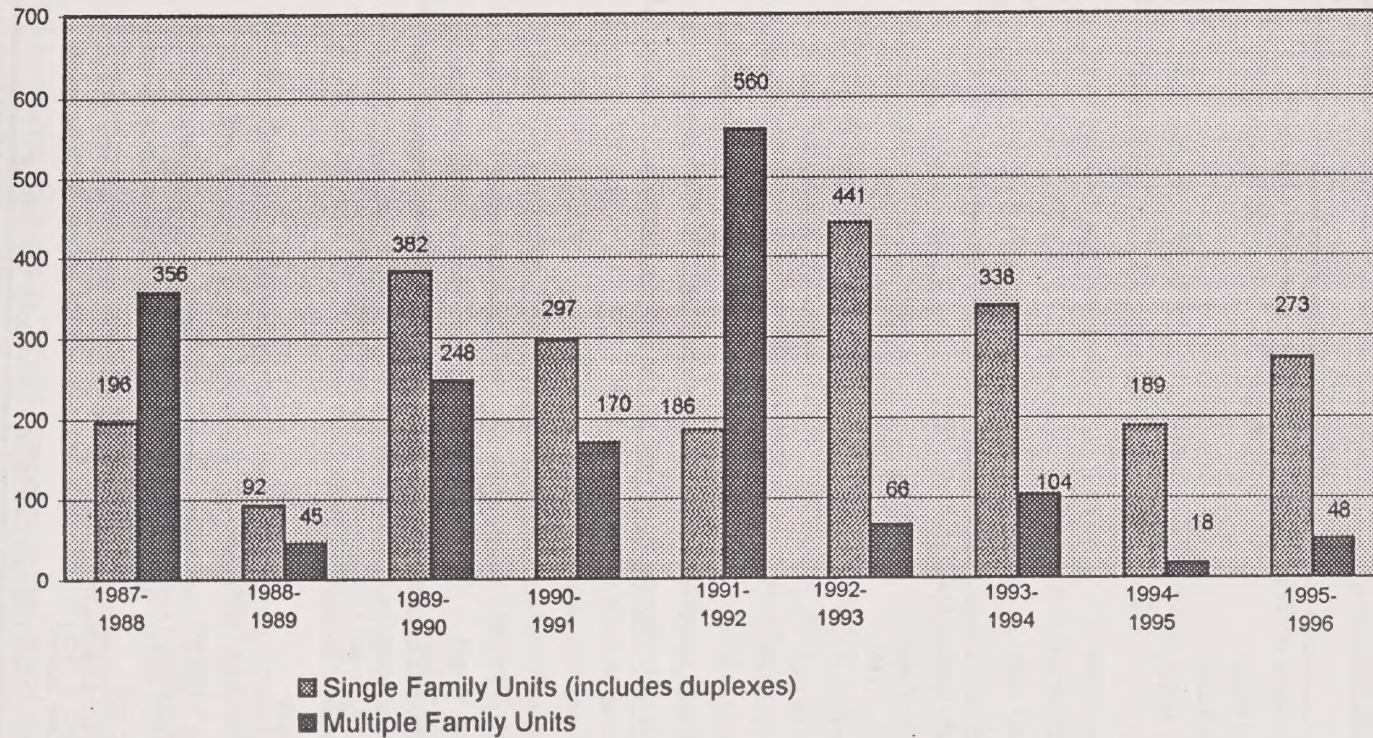


Figure 28: Residential Construction Permits Issued 1987-1996

Table 11
HOUSING CHARACTERISTICS - 1990

	#	%
Composition of Housing Units - City of Davis and Planning Area		
City of Davis		
Single Family	11,807	64.6
Multi-Family	6,475	35.4
Total	18,282	
Planning Area		
Single Family	12,718	55.5
Multi-Family	10,214	44.6
Total	22,932	
Age of Housing Units - City of Davis		
1939 or Earlier	514	3
1940 to 1949	390	2
1950 to 1959	2,108	12
1960 to 1969	3,991	22
1970 to 1979	6,488	36
1980 to 1988	4,622	25
1989 to March 1990	169	0
Total Units Above	18,282	
Housing Units by Occupancy - City of Davis		
Owner Occupancy	7,309	40.0
Renter Occupied	10,617	58.1
Total Occupied	17,926	98.1
Total Vacant	356	1.9
Total Units	18,282	
Overpayment for Housing - City of Davis (Very Low and Low Income Households Paying More than 25% of Household Income for Housing)		
Renters		
Very Low Income	4,851	47
Low Income	1,402	14
Total Very Low and Low Income Households Overpaying	6,253	61
Owners		
Very Low Income	345	5.3
Low Income	379	5.8
Total Very Low and Low Income Households Overpaying	724	11.0

Source: Housing Element, Table 10, Based on 1990 Census and 1987 Housing Element

Vacancy Rates

The vacancy rate of rental units from 1981 to 1992 fluctuated, ranging from a low of 0.75 in 1981 to 8.7 percent in 1992.

Housing Costs and Affordability

Housing purchase prices are generally higher than in the rest of the region. From 1987 to 1991, the average selling price for a single family home increased by approximately 67 percent. The average resale price in 1987 was \$129,588 and the average resale price in 1991 was \$221,822. The average increase was 18.7 percent per year. This rate of increase has slowed in the 1990's, but housing prices remain high. Recent changes in the housing market have resulted in the stabilization or reduction in the prices of ownership units. These changes include the national and state economic recessions and lay-offs at UC Davis. Reductions in mortgage interest rates have also increased affordability of home purchases, although probably not to the level necessary for low-income households to buy. Analyses in the Housing Element show that the only type of housing that moderate income household with children can afford is condominiums and split-lot duplexes and that lower income households cannot afford to purchase even these types of units.

The rental market in Davis primarily consists of apartments, but also includes condominiums and houses. As of January 1992, 2,305 houses (29 percent of single-family homes) were rented. In 1994, the average monthly rents for apartments were \$428 for a studio apartment; \$510 for a one-bedroom apartment; \$659 for a two-bedroom apartment; \$936 for a three-bedroom apartment; and \$1,257 for a four-bedroom apartment.

Affordable rental housing payments are approximately 30 percent of gross monthly income, less utilities and adjusted for family size. Analyses in the Housing Element show that small, very-low-income households have difficulty finding affordable unassisted housing. Two-person low-income households could not afford an average-priced one- or two-bedroom apartment. Low-income families of four persons could afford only a median-priced two-bedroom apartment. Larger households find rental costs for larger apartments too high and cramped housing is usually all that they can afford. In general, the rents of larger single-family rentals are generally not affordable to low income households and even some moderate-income households.

Affordable Housing Programs

Assistance to housing projects is provided through federal, state, and local housing programs. All have limited resources.

Most existing below-market-rate housing in Davis is rental housing, primarily apartments. Many developments were built with federal and state financing in the 1960s and 1970s, while recent affordable housing has been built through the City's inclusionary program.

Since June 1991, 297 affordable rental units have been built. These units have controls assuring long-term or permanent affordability. Additionally, 241 for-sale and self-help affordable housing units have also been built. Sixty are permanently affordable condominiums; the others do not have affordability restrictions upon resale.

City of Davis Affordable Housing Ordinance

The City's existing affordable housing ordinance establishes requirements for the development of both for-sale and rental housing projects. The developer of residential for-sale units must make the equivalent of 25 percent of the units affordable to very low, low and moderate income households. The standard method of meeting this requirement includes a mix of the construction of for-sale affordable units; the dedication of land suitable for the purpose of developing affordable units; and the provision of lots to allow for the construction of self-help housing.

The developer of a multi-family rental development must make at least 25 percent of the units affordable to low-income households and at least 10 percent of the units affordable by very low income households. As an alternative to requirements, a developer may submit for approval a project individualized plan which generates the same or more affordable housing units.

Housing Needs

The key indicators of immediate housing need are overpayment and overcrowding. Overpayment for housing (defined as paying more than 30 percent of gross household income) in 1990, which is the most recent year for which data is available, was similar to 1980. Overpaying very-low-income households consisted of 88 percent of renter- and 86 percent of owner-occupied

units. Overpaying low-income households consisted of 76 percent of renter- and 70 percent of owner-occupied units.

Overcrowding is the number of housing units with 1.01 or more persons per room. Overcrowding in Davis is related to the large numbers of student renters. In 1990, 987 housing units (5.5 percent of the total) were occupied by more than one person per room. In 1980, 2.4 percent of the units were overcrowded.

Groups with special housing needs include seniors, large households, households with children, low-income households, students, and persons with disabilities. These needs are analyzed in detail in the Housing Element.

GOALS, POLICIES AND ACTIONS

GOAL HOUSING 1. Promote adequate housing opportunities for people of all ages, incomes, lifestyles and types of households.

Policy HOUSING 1.1 Encourage a variety of housing types.

Standards

- a. Affordable housing should include a range of unit sizes appropriate to meet Davis housing needs.

See the separate General Plan policy interpretation document titled "Ratio of Housing, Mix of Residential Types and Integration of Affordable Housing Units".

The Update does not include a policy regarding the ratio of single family to multi-family housing.

- b. Each new development area should include a mix of housing types, densities, prices and rents, and designs.

See the separate General Plan policy interpretation document titled "Ratio of Housing, Mix of Residential Types and Integration of Affordable Housing Units".

Actions

- c. Bring the Zoning Ordinance into conformity with State Law regarding mobile home parks.
- d. As part of proposed large housing developments, consider requiring a percentage of small residential lots and structures with related floor area ratio standards to contribute to the supply of affordable housing and to avoid overbuilding of lots.

Policy HOUSING 1.2 Strive to maintain an adequate supply of rental housing in Davis to meet the needs of all renters, including students.

Policy HOUSING 1.3 Encourage the construction of housing to meet the needs of single persons with low and very low incomes .

Actions

- a. Explore mechanisms for encouraging and financing the construction of housing to meet the needs of single persons with low and very low incomes.
- b. Adopt zoning provisions allowing housing to meet the special housing needs of single persons or small households with low and very low incomes. Allow such housing, subject to discretionary review, in appropriate residential and commercial areas.

Policy HOUSING 1.4 Encourage a variety of housing types and care choices for disabled persons.

Standards

- a. Units appropriate for disabled persons shall be included in all housing developments with 5 or more units, as required by state and federal law.
- b. Housing for disabled persons should be located near neighborhood centers in order to facilitate disabled persons' maximum participation in community life.

Actions

- c. Provide incentives to encourage the establishment of group-home facilities for physically and mentally disabled individuals.

Policy HOUSING 1.5 Work in cooperation with UC Davis to encourage the provision of housing for UC Davis students.

Actions

- a. Continue to work with UC Davis to provide housing for students.
- b. Support the provisions in the Memorandum of Understanding entered into by and between the City of Davis and U.C. Davis in 1989, including but not limited to the following:
 - 1. The goal and intention of U.C. Davis to provide on-campus housing for 25% of the current (1988-89) base student population of 21,000 and for 35% of the new student population; and
 - 2. The agreement that U.C. Davis' maximum and optimum three-term student population on the Davis campus is 26,000.

In addition, rely upon the University to provide on-campus student housing to provide for accelerated enrollment beyond 24,000 students by the year 2000-01 and 26,000 students by the year 2005-06. Seek an update of the Memorandum of Understanding (MOU) including the percentage of student housing to be provided on campus.

- c. Urge the University to provide on-campus housing for living groups.
- d. Encourage sites for student housing and living groups on the U.C. Davis campus, with higher density and focus on the area east of Highway 113 and north of Interstate 80.
- e. Investigate as a strategy City, RDA and UCD joint sponsorship of targeted student and faculty staff housing within the City limits.
- f. Consider the proximity to campus, transit routes, and bike paths when siting student housing projects.

- g. Recognize the City's commitment to housing students by pursuing policies and actions which will facilitate the availability of housing which is compatible with existing neighborhoods and is easily accessible by public transit and bicycle.

Policy HOUSING 1.6 Include low-income students within the targeted population for affordable housing opportunities.

Actions

- a. Encourage the construction of student cooperatives as permanently affordable housing opportunities for students.

Policy HOUSING 1.7 Encourage the provision of housing for local employees.

Actions

- a. Explore programs to assist City staff, UC Davis staff and faculty, Yolo County staff, and school district staff to live in Davis.
- b. Create incentives to provide local housing for local employees.

Policy HOUSING 1.8 Encourage a variety of housing types and care choices, as well as housing innovation, for seniors.

Actions

- a. Periodically conduct demographic studies to predict the need for housing and care of senior citizens and other special needs populations. These studies should include statistics on age, gender, income levels, marital status, state of health, and supportive services required.
- b. Develop design guidelines and site criteria for senior housing and care.
- c. Provide incentives to builders to provide housing and care choices for seniors of all income levels.

- d. Continue to assist in the formation of a non-profit corporation to develop facility consisting of independent living, assisted living, and skilled care facilities for seniors seeking a variety of services and housing options, affordable to a range of incomes.

Policy HOUSING 1.9 Encourage construction of housing to meet the needs of farmworkers.

Actions

- a. Support efforts by the Farmers Home Administration and Yolo County Housing Authority to provide housing for farmworkers and their families.
- b. Encourage developers to seek funding from sources such as Farmers Home Administration for construction of additional units of permanent housing for farmworkers in Davis.

GOAL HOUSING 2. Provide housing that is affordable for residents with low paying jobs, fixed incomes and pensions.

Policy HOUSING 2.1 Strive to meet the identified five-year need for housing and for housing affordable to extremely low, very low, low, and moderate income households consistent with the provision of Davis' fair share of regional housing needs.

Standards

- a. Limited-equity cooperative units affordable to moderate-income households (120 percent of median income or less) are exempt from restrictions on the rate of new construction.
- b. Units affordable by low- or very-low-income households are exempt from the housing allocation system if they are subject to provisions to ensure affordability to such households throughout the life of the units.
- c. Density bonuses and density bonus credits shall be given for the provision of affordable housing, subject to State law and standards developed by the City. There shall be a 1:1 density bonus for units

required under the Affordable Housing Ordinance. The density bonus credits may be earned for land dedication and applied to other housing developments.

- d. As a means to maximize the development of affordable units on dedicated land, a portion of the affordable housing requirement on dedicated land may be constructed as multi-family, limited-equity cooperative, or mutual housing association units in areas designated low-density in the General Plan (pursuant to Section 65589.8 of the Government Code and the applicable specific plan). The maximum area that may be used to construct affordable multi-family units shall not exceed the greater of the acreage of the required dedicated land or three (3) net acres unless a General Plan amendment is approved.

Actions

- e. Replace any existing multifamily housing units which are affordable to persons of very low or low income with an equal number of units when those units are demolished or made uninhabitable through public-entity action.
- f. Encourage preservation and provision of permanently affordable housing units by encouraging the development of a mutual housing association and limited-equity cooperatives which would own and operate affordable housing.
- g. Encourage use of Federal Tax Credits and other federal and state subsidy programs for production of low-income housing.
- h. Encourage the use of all available affordable housing incentive programs available to Davis residents for both new and existing housing, for example delayed fees for homebuyers, shared equity programs and mortgage-credit certificates.
- i. Pursue means of securing additional housing affordable to low-income households and land for such housing including, but not limited to, land dedication, land exaction, and other private funding opportunities.

- j. Create incentives to the development of affordable housing through measures such as flexible development standards that are compatible with and protective of the surrounding neighborhood.
- k. Establish a program to provide loans or grants to very low-income households for the purpose of making deposits on rental housing.
- l. If new lands are added to the City's General Plan Area, identify and zone affordable housing sites early in the planning process.
- m. Work to maintain continued affordability of existing affordable housing with expiring federal, state, or local subsidy programs.
- n. Assist residents who are displaced from subsidized housing in finding comparable accommodations.
- o. Establish a referral service to assist very low and low income households in identifying affordable housing in Davis and surrounding areas.
- p. Compile and maintain a list of vacant sites in Davis which are suitable for affordable housing development.
- q. Monitor creation and availability of affordable housing on an annual basis.
- r. If monitoring shows that the percentage of affordable units available does not meet identified affordable housing needs, take further actions to encourage construction of affordable housing, such as increasing allowed densities or restructuring the Affordable Housing Ordinance.
- s. Encourage and seek funding for shared housing for residents with low-paying jobs, fixed incomes and pensions.
- t. Maintain standards for the regulation of condominium conversion applications so that low-income households receive appropriate displacement protection or benefits.
- u. Provide written handouts and work with developers to provide signs to disclose the locations of sites approved for future affordable

housing development. In written materials, disclose that affordable housing sites may be developed with special needs affordable housing, such as housing for seniors, persons with physical or mental disabilities, victims of domestic violence or homeless persons.

Policy HOUSING 2.2 Strive to ensure that required affordable housing is occupied by those of the greatest need.

Actions

- a. Permanently maintain the affordability of required affordable rental units for , very low, low, or moderate income households.
- b. Investigate options available to the City and implement appropriate regulations to retain and re-invest the subsidies that are granted to buyers of for-sale affordable units when the units are subsequently resold.

GOAL HOUSING 3. Disperse affordable and rental housing fairly throughout the City.

Policy HOUSING 3.1 Maintain and periodically review the Affordable Housing Ordinance to require the inclusion of affordable housing in all new development areas to the extent feasible.

Standards

- a. Twenty-five percent of all proposed new for-sale residential units should be affordable to very low, low and moderate income households. The units should be as affordable rental or ownership.
- b. Continue to administer an affordable housing ordinance which accomplishes the following:

Rental housing developments containing between 5 and 19 units inclusive shall provide, to the maximum extent feasible, 15 percent of the units to be affordable to low-income households (50-80% of the median income) and 10 percent of the units to be affordable to very low income households (less than 50% percent of median income) for a total requirement of 25 percent.

Rental housing developments containing 20 or more units shall provide, to the maximum extent feasible, 10 percent of the units to be affordable to low-income households and 25 percent of the units to be affordable to very-low-income households for a total requirement of 35 percent.

The city shall review the ordinance at least every two years to confirm its effectiveness.

- c. Project conditions of approval shall require that affordable housing shares be produced before or contemporaneously with the related market-rate housing. Exemptions shall be granted by the City only under extreme circumstances.
- d. The affordable housing obligation may be met by land dedication to the City or to a non-profit developer selected by the City.
- e. A developer who builds more than the required share of affordable housing may designate a recipient of credit for the number of units exceeding the minimum.
- f. Fees in lieu of any required affordable on-site units may be accepted by the City on a discretionary basis for parcels less than ten acres in size and fewer than 30 units. In-lieu fees shall be set to reflect the true costs of affordable housing subsidization.
- g. To the extent feasible, the location of any nearby affordable housing sites shall be disclosed to purchasers of lots or residential units in new development areas.

Action

- a. Evaluate the credit given for land dedication in light of General Plan densities and the likely parcel sizes.

Policy HOUSING 3.2 Encourage senior housing in all parts of Davis and near neighborhood centers where compatible with existing uses.

Policy HOUSING 3.3 Encourage housing for special needs to be dispersed throughout the community to avoid an over-concentration in one area and to be located near neighborhood services and facilities. Special needs housing may include, but is not limited to,

housing for physically and mentally disabled individuals, affordable low income housing for single persons, emergency shelters and transitional housing.

GOAL HOUSING 4. Maintain Davis' housing stock in good condition.

Policy HOUSING 4.1 Ensure that existing housing stock is maintained in sound condition and up to code requirements.

Actions

- a. Periodically conduct a survey of the condition of residential structures in Davis to identify any need for rehabilitation or replacement.
- b. Continue to require maintenance and preservation of the existing housing stock through the existing Resale/Retrofit inspection program and by requiring inspection of houses on resale.
- c. Encourage landlords to maintain all rental units in sound condition through City information, the resale program, and technical assistance and support.
- d. Continue to support the existing program at the Senior Center which assists senior home owners in maintaining their homes by providing arrangements for volunteers to perform home maintenance services.
- e. Develop a program to assist low-income homeowners and owners of affordable rental housing in the upkeep of their residential units, as needed.

Chapter 5. Economic and Business Development

BACKGROUND

This section broadly addresses economic conditions and trends identified for the State, region and City. It is not an exhaustive discussion of economic factors, but rather a brief sampling of key facts and figures.

State and Regional Context

For much of the last three decades, the four-county Sacramento region, including Yolo, El Dorado, Placer and Sacramento, seemed immune from downward economic cycles as it grew primarily in agriculture, transportation, military, education, and federal, state and local government.

Troubles in the State economy became evident, however, in 1989 when large defense contractors in Southern California and their suppliers began laying off their workers. In the next four years, about 800,000 jobs were lost in California. Three military bases were slated for closure in the Sacramento region alone. The defense cutbacks hit other industries, including retail and banking. Manufacturers began moving to other states who offered tax breaks and free land, they cited business taxes, regulations and workers' compensation costs as factors. The value of real estate began to decline.

The State's economic downturn hit the Sacramento region in mid-1990. Real estate sales, construction, financial services and retail slowed and manufacturers announced layoffs. By 1992, the State's budget deficits swelled. The region's economic vulnerability was evident. Economists pointed to a need for diversification and growth in the private sector to balance the government oriented economy.

Despite the recent downturn, the region continues to have positive attributes: a well educated work force; a strategic location with access to all Western markets; affordable real estate (compared to other parts of the state); a relatively close distance to the San Francisco bay area; and an excellent quality of life.

The latest economic conditions and trends of the four-county region, as outlined by the Sacramento Business Journal,¹ include the following:

- Government's share of employment remains the greatest at 35% of all jobs, compared to services (30%), retail (25%) and manufacturing (20%). The services sector is closing in on government as having the greatest share of employment and may exceed government by the year 2000.
- The State of California employs more people than the next ten employers combined. Other government entities (including universities and school districts) account for ten of the region's 25 largest employers. The region's ten largest employers are:
 1. State of California, 70,700;
 2. U.C. Davis, 14,910;
 3. Sacramento County, 11,790;
 4. Sutter Health, 5,975;
 5. Kaiser Permanente, 5,130;
 6. Sacramento City Unified School District, 5,000;
 7. Raley's, 4,900;
 8. Pacific Bell, 4,440;
 9. Mercy Healthcare Sacramento, 4,370; and
 10. City of Sacramento, 4,000.
- The Sacramento economy shows signs of recovery. In 1995, about 22,300 net new jobs were added in the four-county region, a 32.8 percent increase over the previous year. The private sector, not the public sector, led in job growth.
- Electronics, biotechnology and medical technology are currently the hottest industries for job growth.
- In 2001, McClellan Air Force Base, which once employed 16,000 people, will become the third Sacramento military base to be closed in a decade. The Clinton administration promises that as many jobs as possible would be "privatized". Many of the base's 10,000 civilian employees are trying to bid on the work.
- The other two facility closures were Mather Field in 1993 and Sacramento Army Depot. Some new uses have been found, some with financial incentives from the city of Sacramento, and other uses continue to be

¹ "All About Business in Sacramento, A 1996 Almanac of the Regional Economy", May, 1996.

sought. Mather Field and McClellan Air Force Base are both expected to become important and expanding industrial centers.

- Yolo County is the region's top agricultural county in value of crops and ranks 19th out of the state's 58 counties.

Economic Impact of UC Davis

U.C. Davis is the third largest U.C. campus in enrollment and budget and is the northernmost and largest in terms of campus area. Table 2 in Section II shows the enrollment and employment at U.C. Davis since 1987-88. The city's population has remained approximately twice the university's enrollment.

U.C. Davis is an acknowledged international leader in agricultural, biological, biotechnical and environmental sciences and stands 22nd in research funding among U.S. universities. The university and the city are collaborating increasingly in attracting new business to the region and retaining existing business. U.C. Davis has been ranked among the nation's top 10 public universities (*U.S. News and World Report*). The faculty were judged 16th in quality among comprehensive public universities nationwide, according to a study by the National Research Council.

U.C. Davis revenues have increased from \$951.8 million in 1990-91 to \$1,145.2 million in 1994-95. Expenditures have increased from \$893.9 in 1990-91 to \$1,047.0 in 1994-95 (source: U.C. Davis, 1994-95 Annual Report). It must be recognized, however, that less of the university's funding is coming from the state, requiring the university to explore more private sector partnerships.

A report by the U.C. Davis Graduate School of Management (Dean Robert Smiley, June 26, 1992) described the economic impacts of U.C. Davis on the six-county region consisting of the counties of Yolo, El Dorado, Placer, Sacramento, Solano and Sutter.

U.C. Davis directly infuses approximately \$290 million into the Yolo County economy and \$1.13 billion into the six-county region annually through wages and benefits, and expenditures by students and visitors.

Assuming an economic multiplier effect of at least two dollars of output for each dollar spent, the impact of U.C. Davis in Yolo County alone is more than \$580 million per year and the impact in the region is more than \$2 billion. In

addition, 33 jobs are created for each million dollars spent. In the last decade, half of U.C. Davis employees lived in the city and this amount appears to be dropping slightly.

Local Economic Profile

A useful indicator of the type of economic activity in an area is the pattern of existing and projected employment. The 1990 Census showed that the total number of employed persons in the City 16 years and older was 42,765 (including full and part-time jobs). Most were employed in various "professional and service sector" jobs (58 percent), particularly in "educational services" (33 percent) and other professional services (10.5 percent).

Table 12 shows the ten largest employers in the Davis area, and clearly the University heads the list.

Basic industries, as opposed to local-serving industries, produce goods or services consumed mainly by persons whose residence is outside the Planning Area. Only about six percent of the full-time jobs in Davis are in basic industries other than U.C. Davis. Some of the leading basic industries are Hunt-Wesson and Calgene.

Another economic indicator for a local area is the amount of taxable retail sales a city provides. The City of Davis makes up approximately one-third of Yolo County's population, but the city's taxable retail sales are only about one fourth of the total taxable retail sales in the County. Excluding the grocery stores and automotive sectors, the total Davis area retail demand in 1995 was \$245 million but total sales was only \$133 million, resulting in a retail leakage of \$112 million.

Figure 29 shows the actual building permits issued for commercial development since fiscal year 1987-88. During this period, commercial permits were issued for an annual average of 140,500 square feet of commercial uses, with a high in 1988-89 and a low in 1990-91. In this instance, "commercial" uses include all types of retail, office, industrial, light industrial, business parks, and research development uses. Commercial development has significantly lagged behind the projections in the 1987 General Plan. This lack of commercial construction has led the city to initiate a variety of economic development efforts.

Table 12
MAJOR EMPLOYERS IN THE DAVIS AREA

Employer	Product or Service	Total Employees	Full-Time Employees	Remain- ing Employees
UC Davis (Davis Campus Only)	Education and research	15,293	9,944	Students
Davis Joint Unified School District	Education	1,125	752	Part-time
Hunt-Wesson Foods	Tomato canning	300 to 1,050	50	Seasonal
City of Davis	Government	724	357	Temp- orary
Sutter Davis Hospital	Health services	414	201	Part-time and on-call
Teichert Construction	Engineering and construction	103-303	53	Seasonal
Pacific Gas and Electric	Utilities	190	180	Part-time and temp.
Calgene	Plant Genetics Research	125	120	Part-time
United States Department of Agriculture	Conservation and agriculture research	117	113	Part-time
Safeway (West Covell)	Groceries	115	N/A	
Albertsons Food Center	Groceries	101	N/A	
US Post Office	Postal Services	100	50	Part-time and on-call

Note: All employers listed are within the City of Davis except for UC Davis and Teichert Construction.

Source: Telephone Survey, May 1996.

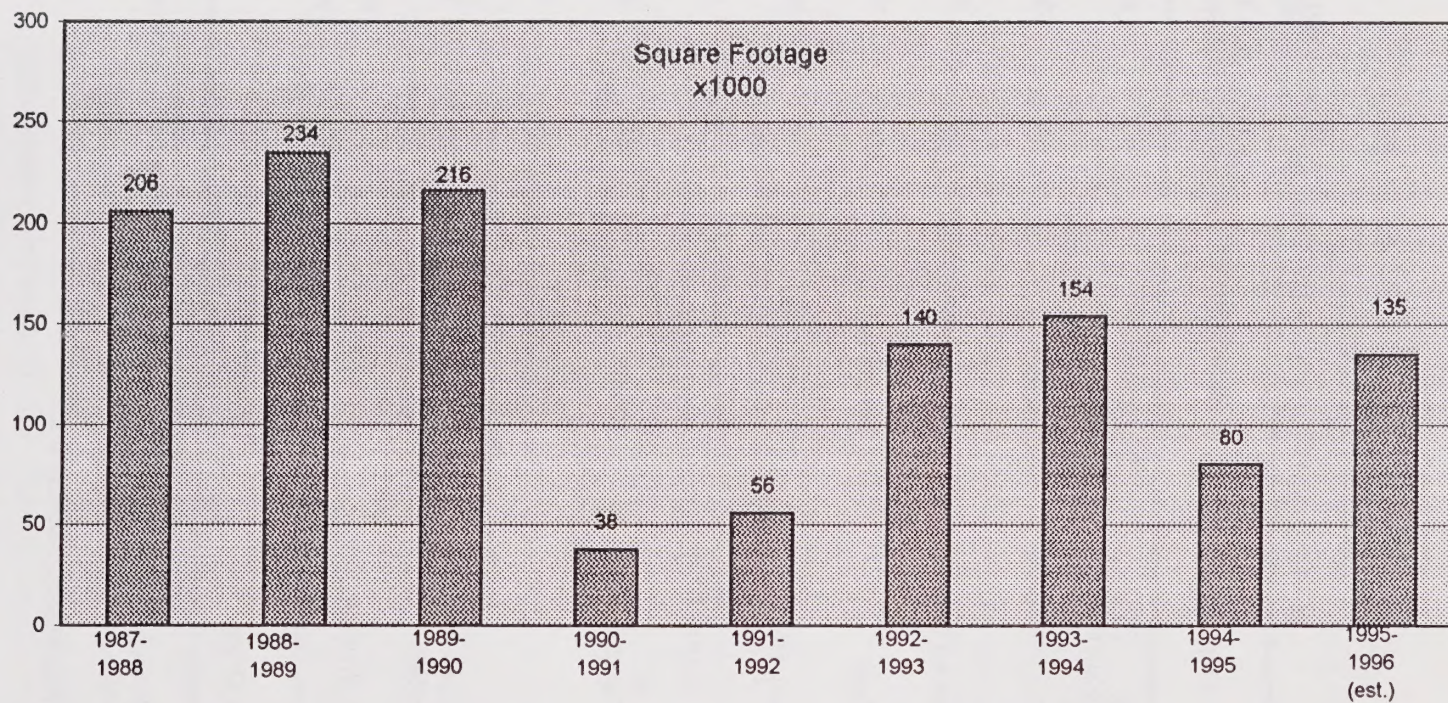


Figure 29: Commercial Construction Permits Issued 1987-1996

Economic Development Task Force

In 1991, the Davis City Council appointed the Economic Development Task Force to examine the need for business and economic development in Davis. In October 1992, the Economic Development Task Force submitted a report, "Business Development in Davis".

The Task Force determined that the City must increase its sales tax revenue through expansion of local business. This was considered especially crucial because of the effects of State budget cuts on local governments and the shifting of property taxes from cities to school districts.

The Task Force developed a series of recommendations, including:

- Increase the number of businesses operating in Davis in order to generate more sales tax, hotel tax, business license fees, and business real and personal property tax;
- Foster a better business climate by developing communication among the business community, City Council and City administration;
- Develop the downtown into a regional tourist destination, featuring arts, entertainment, specialty stores, and related services;
- Develop a tourism marketing campaign to entice people from all over northern California;
- Target potential businesses and commit City resources for recruitment;
- Market Davis to residents and businesses; and
- Develop incentives for business retention and expansion.

In November 1999, the City Council proceeded with the implementation of a Visitor Attraction Program. The Council determined that the program should be oriented to "visitors" (coming to Davis for events and conferences) rather than "tourists."

GOALS, POLICIES AND ACTIONS

CORE AREA

GOAL ED 1. Maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city's social , cultural and entertainment center and primary, but not exclusive, retail and business district.

Policy ED 1.1 Increase attractions and amenities that bring people to the Core, including local shopping, services, modest tourism, specialty retail, restaurants, festivals/special events, farmers' market and entertainment.

Actions

- a. Use media, publications and technology to encourage retailers and entrepreneurs to locate and build in downtown.
- b. Recruit specialty stores to the Core to create a critical mass of retail in the downtown.
- c. Monitor the share of ground floor space occupied by different categories of uses. Pedestrian and customer intensive retail uses are preferred at ground level in the downtown core (retail stores) area, although non-retail uses are not prohibited.
- d. Promote special events in the downtown developed by the City, Farmer's Market, DDBA, Chamber of Commerce and other community groups.
- e. Accommodate and encourage special festivals and events, (art, jazz), and public art in the Core.

Policy ED 1.2 Promote Downtown Davis as a place to shop.

Actions

- a. Promote downtown Davis to current residents and the region as a shopping destination.

VISITOR ATTRACTION

GOAL ED 2. Attract visitors to Davis.

Policy ED 2.1 Promote Davis as a destination for visitors with interests in eco-tourism, university/academic events and conferences, athletic events, culture and arts, and downtown shopping.

Actions

- a. Create a Culture and Tourism program through the Davis Conference and Visitors Bureau (DCVB).
- b. Work with DCVB to develop a marketing campaign that will encourage people to visit Davis.

BUSINESS RETENTION AND EXPANSION

GOAL ED 3. Retain existing businesses and encourage new ones as means to increase higher paying jobs, create greater job diversification, and create a more balanced economy for all economic segments of the community, while also maintaining the City's fiscal and environmental integrity.

Policy ED 3.1 Adopt policies that make Davis a more business-friendly community and eliminate unnecessary barrier to business.

Actions

- a. Create an on-going economic development advisory committee.
- b. Maintain the position of Economic Development Coordinator within the City.
- c. Evaluate Davis' competitive strengths and weaknesses within the trade area.
- d. Develop a business retention program by strengthening the current business "care and feeding" program.

- e. Maintain a revolving Redevelopment Agency loan program to encourage the retention of existing businesses by supporting businesses in temporary financial difficulty.
- f. Maintain regular contact with the Chamber of Commerce, the Downtown Business Association and other business groups to ascertain what types of support businesses need from the City.

Policy ED 3.2 Encourage new businesses to locate in Davis, targeting business which improve the city's fiscal base, are consistent with the City's values and identity, and match the employment skills of the population, such as those in the emerging technology and knowledge-based industries.

Actions

- a. The city should establish fees at levels which are competitive with surrounding jurisdictions. In addition, in special circumstances (that is, job generation, business retention or the city's fiscal base) the city should consider providing fee and other incentives to targeted businesses that are considering locating in Davis in order to be competitive with surrounding jurisdictions.
- b. Develop an industrial land use strategy that targets technology-oriented industrial and light industrial uses that contribute to the creation of jobs and the economic health of the community.
- c. Recruit a task force of University and private sector contacts to define methods for attracting high technology firms.
- d. Market the Davis community and its assets, such as Davis' high educational standards, to targeted businesses.
- e. Explore the establishment of a specialized zone or incubator facilities to target specific industries, for example, a high technology or life science zone.
- f. Study opportunities to designate lands for "green" technology, high technology and University related research uses within or adjacent to the City. Work closely with the local business community, community leaders and U.C. Davis officials in determining when and where such uses can best be accommodated in addition to the 25-acre

enterprise site planned on the UC Davis campus. Preference should be given to sites that are viable economically and consistent with compact City form principles. As part of this study:

- Consider redesignating or rezoning land(s) within the City limits (as of January 1, 2001) from Industrial, Business Park or General Commercial to research-oriented Business Park uses (that is, uses which allow a wider range of high technology, research and development uses than a URRP and which are complementary to UC Davis);
 - Encourage second floor and underground building construction to maximize the space available to accommodate URRP needs within the City limits;
 - Key considerations in such redesignation or rezoning shall include the timing of these potential development(s) and impacts and demands caused by these potential developments on the City and the Davis community. Impacts to address include, but are not limited to: traffic, water, housing (for example, growth demand), schools, effects on neighborhoods, and economics (for example, cost benefits and cost generation to the City); and
 - Designation of a peripherally sited URRP shall only occur after:
 - a) It is determined that lands within the City limits would not meet the needs for "research-oriented" Business Park uses.
 - b) Specific guidelines for development projects on the periphery of the City are adopted.
- g. Maintain a database of available land for commercial and light industrial development.
- h. Maintain "packaged parcels" ready for issuance of building permits to targeted enterprises. These packaged parcels shall be zoned and have undergone environmental review, thereby streamlining the approval process and enabling Davis to compete with other locations for targeted enterprises.
- i. Clarify and simplify regulations and processing of development applications.
- j. Set major facility fees charged to businesses so that they reflect a fair share of the costs of providing infrastructure while remaining competitive with other cities.

-
- k. Develop, implement and manage a comprehensive and coordinated program to communicate the city's economic development efforts and to promote the improved business opportunities in the community.
 - l. Continue to implement an attraction program aimed at targeted retail stores and other businesses.
 - m. Investigate and promote the use of the existing rail lines in the city as a resource for industry.
 - n. Work as a member of local and regional economic development corporations on cooperative projects that will encourage business expansion and attraction in Davis.

Policy ED 3.3 Work with other organizations to identify needs and develop work force and training opportunities in areas identified as needed by the Davis business community.

Actions

- a. Provide information to businesses about existing job training and employer resources.
- b. Work with local community college districts to provide technical training programs for employers and employees.
- c. Encourage programmatic links between Davis high schools, community colleges and UC Davis, especially in the area of technology.
- d. Develop programmatic links between Davis high schools, community colleges and UC Davis, especially in the area of technology.
- e. Publicize existing job training resources.

Policy ED 3.4 Continue to support the marketing efforts and expansion needs of the existing automobile dealers in the “Davis Auto Center”.

- a. Work to find sites for new auto dealers in Davis.
- b. Support efforts of the current auto dealers to enhance their visibility along Interstate 80.
- c. Conduct a feasibility analysis of the current land zoned “Auto Center” to determine current and long range development implications and needs.
- d. Develop specific strategies to attract new dealerships and encourage the expansion of current auto dealers.
- e. Work with the auto dealers to improve community signage to assist in better visibility.
- f. Maintain regular communication with the auto dealers on potential issues affecting their businesses and operations.

A person is riding a bicycle on a paved path that curves through a park-like area. The path is bordered by grass and trees. In the background, there is a building with a gabled roof and a street lamp. The scene is captured in a soft, slightly faded style.

SECTION V.

**COMMUNITY FACILITIES
AND SERVICES**

Chapter 6. Water

BACKGROUND

Water Supply

The City's Public Works Department maintains the water supply and distribution system for the City. The system consists of twenty-one water supply wells, one elevated water storage tank with a 200,000 gallon capacity, and over 145 miles of water distribution piping ranging in size from 6" through 14". The supply system produces an average of 11 million gallons per day. The production capacity is considered adequate to supply the current demand with sufficient reserve to meet peak demand and fire demand requirements. The City is proceeding with plans to construct a 4 million gallon water storage tank by 1998, followed by a second tank projected for 2000. Twenty of the wells are operated by electric motors, and one well is operated by a natural gas engine. Two portable generators are currently available for stand-by power.

The City water system supplies water to areas within the city limits, to the El Macero County service area, and to a number of individual customers with whom special arrangements have been made and authorized by the City Council. The City also has one service connection installed to provide water to a mobile home park outside the city, and has two connections to the UC Davis water system, which can be opened for mutual aid during emergency situations. The remainder of the Planning Area is served by either private water wells or County Service Areas.

Groundwater studies are currently in progress by the State Department of Water Resources and are planned to be conducted throughout the County in cooperation with other water agencies and districts. These studies will be used extensively in the overall regional and city water planning and water management programs.

The water supply and distribution system is being expanded as the city grows. New development is required to pay for all water system improvements required as a result of development. Any major surface water projects with high costs, if considered, would require more broad-based financing mechanisms.

In accordance with the Yolo County Water Plan endorsed by the Board of Supervisors in 1984 and updated in 1992, the City of Davis has developed specific water management programs to protect existing supplies while exploring alternative sources to augment current supplies. A study entitled "Supplemental Surface Water Supply Development Program" recommends several surface supply options.

In 1996, the City adopted a Water Supply Master Plan, which outlines a series of actions for the City to take in responding to meeting future water quantity and quality needs. The City also recently completed a study entitled "Future Water Supply Study (Phase II)" that projects future water demand and identifies supply options for meeting future water needs.

Water Demand

Assuming buildout of this General Plan, water demand for the city in 2010 has been projected to be 15,531 acre-feet (af).¹ This would require a projected average day water production of 13.9 million gallons per day or 9,628 gallons per minute. For comparative purposes, the average water production for the City of Davis in 1996 was 11.2 million gallons per day.

Water systems are generally designed to accommodate a peak water demand that would occur when maximum water usage is taking place. As part of the 1993 City of Davis water system hydraulic model, a maximum day peaking factor of 1.70 and a peak hour factor of 2.42 were developed. When applied to the 2010 projections, this would result in a maximum day water production of 23.57 million gallons per day (mgd) and a peak hour water production of 23,299 gpm.

Water Conservation

As required by State law, an Urban Water Management Plan was completed in January, 1990 to guide efficient water use in the City. This plan includes new construction requirements, the water meter retrofit project, a water shortage contingency plan, customer rebate programs, upgrading of irrigation systems and new practices for city facilities to ensure efficient use of water.

In 1991, during a multi-year drought, Davis residents reduced per capita water consumption by about 10 percent as compared to the historic average. The City has established a water conservation goal of twenty percent, which is to result

¹ *Future Water Supply Study (Phase II).*

from the water meter retrofit project, the metered rate program and the annual Summer Use Reduction Effort (SURE) program. The 1995 Urban Water Management Plan updates these activities, and will be submitted to the California Department of Water Resources by December 1996.

Water Quality

The taste, odor and hardness characteristics of the tap water in Davis are often debated. In general, groundwater in the vicinity of Davis is very hard and high in dissolved solids. Samples from 19 of the 21 City wells tested through 1995 were classified as "very hard," causing over half of the single family homes in the city to use water softeners. Overall groundwater quality in Davis is of fair quality when measures against current drinking water regulations, but may exceed acceptable standards for certain contaminants in the future.

Long-term development of deep wells over 1,500 feet deep is planned to improve the aesthetic characteristics of Davis' water and to meet drinking water regulations. A secondary benefit of deep wells is improved quality that helps the City comply with its NPDES permit for operating its wastewater treatment plant.

The City will continue toward the use of deep aquifers unless there are quality or quantity reasons to not use these aquifers. Deep aquifers are being studied by the City and UC Davis and initial testing is to be completed in Summer 1998.

Wastewater Collection and Treatment

The City's Public Works Department provides sewer service to the City and portions of the unincorporated areas of the Planning Area. The City's wastewater treatment plant is located in the northeast portion of the Planning Area.

In 1992, the average daily flow to the City's sewer system was 4.3 million gallons per day (MGD). The average daily flow for 1993 through July was 4.7 MGD. The capacity is currently 5.3 MGD. Improvements planned for 1995-96, will expand the capacity to 7.5 MGD. The capacity of the plant will need to be increased to 7.5 MGD to accommodate the growth in the current General Plan by the year 2010.

Planned sewage collection improvements include a repair of the 48" sewer trunk line located near County Roads 105 and 30. New development is required to pay for trunk and all other lines needed to accommodate new development, so that the only cost borne by the City will be for maintenance of the lines.

The City is constructing a 396-acre "wetlands demonstration project" at the Yolo Basin Wetlands Davis Site immediately east of the wastewater treatment plant. The intent of the project is to combine treated wastewater with storm water runoff, in order to create a restored wetlands and wildlife habitat and improve the wastewater treatment process prior to discharging into the environment.

Background information on the city's drainage system to prevent flooding is provided in Chapter 19, Hazards.

GOALS, POLICIES AND ACTIONS

WATER CONSERVATION

GOAL WATER 1. Minimize increases in water use. Reduce per capita water consumption by 20 percent as compared to historic use through programs encouraging water conservation.

Policy WATER 1.1 Give priority to demand reduction and conservation over additional water resource development.

Standards

- a. Water-conserving plumbing is required in all new residential construction as required per state legislation.
- b. Implement a water meter-based billing system.
- c. Water usage meter rates shall include economic disincentives for excessive usage, without penalties for average water users.

Actions

- d. Determine specific water use requirements for all proposed projects and programs within the City.
- e. Continue to enforce and support water conservation ordinances.
- f. Explore incentives to retrofit water conserving plumbing in existing residences and businesses.

- g. Complete the residential water meter retrofit program by 1996.
- h. Continue to expand the public-information program for citizens on water-conserving practices, including landscaping.
- i. Develop an education program to inform residents of their typical water usage, so that voluntary conservation practices are encouraged.
- j. Show a comparison of the current period's water usage, the usage during the same period in the previous year, and the average Davis usage on each utility bill.
- k. Develop a program to encourage appropriate, cost-effective and environmentally sound reuse of treated wastewater, gray water and other suitable drainage water. Identify specific opportunities for reuse and incorporate them into City's Urban Water Management Plan.
- l. Develop an education program regarding water quality and conservation.
- m. Continue to implement water conservation programs and best management practices as detailed in the Urban Water Management Plan and other adopted water plans.

Policy WATER 1.2 Require water conserving landscaping.

Standards

- a. City projects shall include water-conserving landscaping and irrigation practices.
- b. Developers and builders shall install water-conserving landscaping and irrigation systems in accordance with the City's water conservation in landscaping requirements. Provide homeowners information on water conserving landscaping and irrigation systems, if not provided in construction.

Actions

- c. Continue to enforce requirements for water-conserving landscaping and encourage developers and property owners to exceed these basic requirements.
- d. Continue the best management practices and policies related to water conserving landscaping as detailed in the Urban Water Management Plan and other adopted water plans. Review and update the Urban Water Management Plan every five years.
- e. Implement in the public sector and promote, through the Urban Water Management Plan, the implementation in the private sector of Demand-Side Management methods that are proven and cost effective. For instance, programs or ordinances from the Plan could advance improved irrigation distributional uniformity, use of the California Irrigation Management Information System (CIMIS) in irrigation scheduling, and inclusion of Xeriscape principles in landscaping planning, installation and management.

Policy WATER 1.3 Do not approve future development within the City unless an adequate supply of quality water is available or will be developed prior to occupancy.

MUNICIPAL WATER SUPPLY

GOAL WATER 2. Ensure sufficient supply of high quality water for the Davis Planning Area.

Policy WATER 2.1 Provide for the current and long-range water needs of the Davis Planning Area, and for protection of the quality and quantity of groundwater resources.

Actions

- a. Study the full costs and benefits (including point-of-origin costs) of importing surface water as a supplemental source for municipal use for the purpose of improving water quality or preserving the integrity of the water supply.

- b. Periodically update the Water Supply Master Plan.
- c. Periodically review and update the Urban Water Management plan as established by the California Urban Water Management Planning Act. This plan chronicles the City's past/current/projected water supply and water use as well as detailing the conservation programs and best management practices adopted by the City.
- d. When opportunities arise, plan and design water demand uses to be matched with appropriate water supply qualities. For example, larger areas of landscape or some non-residential uses may be able to use water from lower quality supplies which would reduce demand on higher quality supplies needed for other urban uses.

Policy WATER 2.2 Manage groundwater resources so as to preserve both quantity and quality.

Actions

- a. Continue to monitor the quality of water produced by City wells and take corrective actions as needed to maintain or improve groundwater quality.
- b. Continue to distribute to residents the results of water quality testing and compliance with State and Federal standards.
- c. Develop a Groundwater Management Ordinance to ensure maintenance of groundwater quality.
- d. Identify the primary areas of groundwater recharge for the City.
- e. Support efforts to implement conjunctive water use (coordinated surface and groundwater uses) to stabilize long-term groundwater levels and improve water quality in the Davis Planning Area.
- f. Where feasible and consistent with General Plan land-use policies, locate stormwater-retention ponds in areas where soil is suitable for groundwater recharge.
- g. Study the impact of injection wells.
- h. Prohibit use of injection wells as a means of waste disposal.

Policy WATER 2.3 Maintain surface water quality.

Actions

- a. Continue to implement best management practices and policies incorporated in the Urban Water Management Plan and other adopted plans.
- b. Continue to monitor and enforce, at the local level, provisions to control non-point source water pollution contained in the United State Environmental Protection Agency NPDES program.
- c. Continue to enforce provisions to control erosion and sediment from construction sites.

DRAINAGE

GOAL WATER 3. Design stormwater drainage and detention facilities to maximize recreational, habitat and aesthetic benefits.

Policy WATER 3.1 Coordinate and integrate development of storm ponds and channels City-wide, to maximize recreational, habitat and aesthetic benefits.

Standards

- a. Flood retention and detention facilities should be integrated with parks, athletic fields and natural areas.

Actions

- b. Prepare management plans for storm drains and channels that stress recreation, long-term landscape maintenance and wildlife habitat.

Policy WATER 3.2 Coordinate and integrate design, construction, and operation of proposed stormwater retention and detention facilities City-wide, to minimize flood damage potential and improve water quality.

Standards

- a. All new development shall include drainage facilities that are designed to accommodate a minimum of a 10-year recurrence design flow. In addition, all new development shall route the 100-year recurrence event and appropriately mitigate for both the increase in flows from the site due to development, and for runoff volumes which have historically occurred on the site.

Storm drainage facilities with open, naturalistic channels are encouraged, where feasible. Such facilities can minimize impacts on the city's system, add to the water table, and provide an open space amenity, although long term maintenance costs must be considered. In addition, properly designed plantings within and adjacent to drainage facilities can serve to treat urban runoff, reducing downstream impacts.

- b. New development's detention and retention facilities shall be designed so as not to cause significant negative impact to other drainage facilities in the watershed.

Actions

- c. Implement on-site storm drainage treatment facilities in City projects wherever feasible.
- d. Operate City storm drainage treatment facilities as demonstration projects, and include long term water quality monitoring.

REGIONAL COORDINATION

GOAL WATER 4. Monitor issues in the region that affect quality and quantity of water in the Davis Planning Area.

Policy WATER 4.1 Research, monitor and participate in issues in Yolo County and the area of origin of the City's groundwater that affect the quality and quantity of water.

Policy WATER 4.2 Maintain contact with other appropriate State, Federal and local agencies.

Actions

- a. Continue to work cooperatively with UC Davis, Yolo County, the Flood Control District and other cities through the Water Resources Association (WRA) and other means to address regional water issues.
- b. Continue to take a leadership role in the region regarding appropriate management of water resources in Yolo County.
- c. Continue participation with other agencies and landowners to evaluate conjunctive water use alternatives in the Davis Planning Area.
- d. Coordinate with Yolo County to explore a regional water policy that discourages permanent out-of-area transfers and sales of groundwater.
- e. Establish cooperative agreements with public entities having jurisdiction over Davis' groundwater recharge areas. These agreements should protect and preserve the city's groundwater.

WASTEWATER

GOAL WATER 5. Remain within the capacity of the City wastewater treatment plant.

Policy WATER 5.1 Evaluate the wastewater production of new large scale development prior to approval to ensure that it will fall within the capacity of the plant.

Policy WATER 5.2 Provided that the existing plant capacity is not exceeded, require new large scale development to pay its fair share of the cost of extending sewer service to the site.

Action

- a. Require new large scale development to include a funding mechanism for the installation and maintenance of sewer service to the site.

Chapter 7. Materials, Solid Waste and Recycling

BACKGROUND

Solid waste collection, recycling services, yard material collection and street sweeping are provided by Davis Waste Removal, under contract to the City. All non-recyclable waste generated by the City is disposed at the Yolo County Central Landfill, in the northeast portion of the Planning Area. The landfill site consists of 770 acres and has remaining capacity for 20 to 30 years, depending on the amount of garbage received. The landfill currently receives approximately 700 tons per day of solid waste.

Pursuant to State Assembly Bill 939, all cities and counties in the state had to divert 25 percent of their solid waste from landfills by 1995, and will be required to divert 50 percent by 2000. The City's recycling program has the distinction of being one of the oldest and most comprehensive in California, with programs for homes, apartments and businesses. In 1989, the city diverted 18.7 percent of the waste it generated; in 1990 almost 26 percent; and in 1995 over 37 percent. Materials recycled include mixed paper, corrugated cardboard, glass, aluminum and steel cans, some kinds of plastic and yard material. Used motor oil and some scrap metals are also accepted at Davis Waste Removal. Household hazardous wastes may be turned in at periodic collection events. Eligible businesses can participate in a small quantity generator program for hazardous waste disposal at reduced costs.

GOALS, POLICIES AND ACTIONS

GOAL MAT 1. Enhance the quality of the environment by conserving resources and minimizing waste by reducing, reusing, recycling, and re-buying.

Policy MAT 1.1 Promote reduced consumption of non-renewable resources.

Standards

- a. Coordinate with Yolo County Central Landfill to encourage the reuse of materials deposited at the land fill.
- b. Encourage reuse of refillable bottles.

Actions

- c. Continue to support the city-wide recycling system including service to apartments and businesses, and strive for annual reductions in commercial and industrial waste disposal.
- d. Provide attractive well-designed trash receptacles with provision for recyclable materials in appropriate areas in public areas.
- e. Implement State laws on solid waste reduction and recycling. Where feasible take action to further recycling efforts that are not included in state law.
- f. Encourage the development of businesses which buy and sell re-used materials, including a materials exchange center.
- g. Revise yard waste collection policies so that lawn clippings are no longer placed in plastic bags.
- h. Continue to implement the City-wide recycling/composting program for yard debris and plant materials.
- i. Encourage and support recycling awareness with city information and activity days.
- j. Support a school curriculum on waste, waste reduction and recycling.
- k. Encourage the continuation of field trips to the DWR recycling center.
- l. Encourage the School District to support recycling at school sites with easily accessible recycling bins.

- m. Assist businesses in their waste reduction efforts by conducting waste audits.
- n. Study the feasibility of expanding the plastic recycling program.
- o. Study the feasibility of variable can rates for garbage collection.
- p. Develop a list of stores selling recycled products for distribution to City residents.
- q. Continue to implement the Source Reduction and Recycling Element and the Household Hazardous Waste Element.
- r. Purchase recycled products whenever sufficient quantities are readily available and meet City specifications.
- s. Encourage U.C. Davis and the Davis Joint Unified School District to use recycled products.

GOAL MAT 2. Provide adequate waste disposal capacity for Davis.

Policy MAT 2.1 Plan for the long-term waste disposal needs of Davis.

Actions

- a. Discourage, where feasible, the import of waste materials into the city or county. Work with Yolo County to evaluate the advantages and disadvantages of accepting waste materials from outside of the county at the county land fill.
- b. Track capacity at existing landfills.
- c. Coordinate with the County to identify new landfill sites as needed.
- d. Study the feasibility of creating a joint powers authority for waste disposal.

Chapter 8. Computers and Telecommunications

BACKGROUND

In 1990, the Davis City Council created a task force to investigate the use of advanced telecommunications technologies as a means to reduce traffic (telecommuting and telework), strengthen existing business and attract potential high-tech businesses (economic development), and increase citizen participation in local government (electronic democracy) and improve overall quality of life and opportunity for all. The final report of the task force recommended that the City develop a long-term strategic plan for “information infrastructure and services.”

In 1994, building on the work of the task force, the City hired a new Information Technology Administrator who was charged with developing a long term strategic plan. In 1996, the City of Davis joined with the Davis Community Network, UC Davis, the City of West Sacramento, the City of Winters, the City of Woodland, the County of Yolo, Yolo County Library, Yolo County Superintendent of Schools, Davis Joint Unified School District, Davis Community Television and other public and private sector partners in forming the Yolo Area Regional Network (YARN). YARN serves to promote and coordinate the development of regional information infrastructure and services in a manner that most fully benefits the residents of the Yolo County area.

Additional advocates for inclusion of this element in the General Plan included representatives from the City’s Davis Community Computer Network and Economic Development task forces and the general public.

Telecommunication infrastructure and services have been identified as important community resources, which are likely to be as important to the continuing economic development of the community as basic infrastructure such as water, sewer and road systems. The recommendations in this chapter represent an important step in telecommunications planning for the City.

GOALS, POLICIES AND ACTIONS

GOAL C&T 1. Encourage development of infrastructure and service to allow all who live, work and study in Davis to utilize new technologies to communicate with individuals and institutions locally, regionally, nationally and globally.

Policy C&T 1.1 Implement a program of technology, planning, installation and education.

Standards

- a. New residential and commercial development projects should include the infrastructure components necessary to support modern communication technologies such as conduit space within joint utility trenches for future high speed data equipment and flexible telephone conduit to allow for easy retrofit for high speed data systems.
- b. Davis should develop a telecommunications infrastructure that is not dependent on any single medium, but incorporates a variety of media such as wireless and fiber optics as appropriate.

Actions

- c. Designate a formal Technology Coordination function within the City of Davis staff to oversee community-wide information technology development.
- d. Train City staff , appointed officials and elected officials in the use of electronic communications tools, applications, and modern information technologies.
- e. Provide public access computer terminals at convenient sites throughout the city, including non-City sites such as the library, as well as City-owned sites.

- f. Monitor information technology development and city infrastructure issues (both planning and enforcement) at the same level as current monitoring of other building and construction standards.
- g. Promote Davis and the Davis Community Network (DCN) as a site for research and development of new communications technologies and as a testing ground for pilot projects exploring and applying innovative communication services.
- h. Work with other agencies, such as the County of Yolo and neighboring cities, to integrate telecommunication infrastructure planning on a regional basis.
- i. Use city right of way as a resource to foster development of a "public utility" telecommunications networking infrastructure to provide high-speed networking throughout the community, and to make the community attractive to information-based businesses.
- j. Review any proposed city construction projects involving trenching for opportunities to extend the networking infrastructure.
- k. Investigate ways to increase telecommuting possibilities for all residents, including those with low and moderate incomes and diverse cultural needs.

Policy C&T 1.2 Make information regarding city government and decision-making, local services and opportunities to participate in city governance available to Davis citizens in electronic form.

Actions

- a. Make appropriate City documents and information regarding City services available for immediate retrieval by means of electronic access and transfer technologies.
- b. Take a proactive role in working with other community and governmental agencies on behalf of Davis citizens to encourage providing public information on-line.

- c. Provide computer access points, training and print capability to low income and access-limited residents at service sites, City Hall, libraries, the senior center and other public sites.
- d. Establish e-mail addresses for all elected and appointed city officials and city agencies.
- e. Use electronic communication in citizen input procedures such as electronic mail, websites and news groups.
- f. Develop procedures to allow electronic mail and other electronically-submitted documents to be accorded the same status as written materials, except in those cases in which written documents are specifically required by law.
- g. Work with other agencies and organizations to modify the Brown Public Meeting Act to promote the development and implementation of law and policy that allows open, public electronic discussion and serial electronic communication.

Policy C&T 1.3 Encourage educational opportunities regarding science, computers and technology for Davis residents.

Actions

- a. Evaluate grant opportunities for defense and military worker retraining, and work with the local educational institutions, nonprofit organizations and private sector and businesses to pursue such funding opportunities.
- b. Support the creation of culture/science awareness days or events.
- c. Assist and encourage the display of science & technology projects in publicly accessible spaces.

GOAL C&T 2. Pursue telecommunications as a means to reduce transportation impacts that can improve air quality and personal convenience and reduce dependency on non-renewable resources.

Policy C&T 2.1 Encourage telecommuting for the City government and the community.

Actions

- a. When appropriate, provide connectivity services, training and portable computing equipment to City staff who wish to telecommute.

Policy C&T 2.2 Encourage major employers in the City to allow telecommuting.

Standards

- a. Employers who aggressively and effectively implement telecommuting are eligible to receive appropriate incentives such as reduction of parking requirements.

Actions

- b. Work with the local Transportation Management Agency to encourage use of telecommuting and alternate forms of transportation (rideshare, public transit).
- c. Encourage the State Department of Personnel Administration to give appropriate recognition and encouragement to telecommuting in collective bargaining policies.

GOAL C&T 3. Develop an awareness that Davis is a city that understands and supports high technology communications.

Policy C&T 3.1 Convey through the City's promotional documents that the city government and community understand and use modern communication technologies.

Actions

- a. Refer to current innovative technology projects in print publications and online.
- b. Use electronic media in city publications and communications.

Chapter 9. Parks, Recreation and Open Space

BACKGROUND

Existing Park, Open Space and Recreation Facilities and Programs

According to the *Davis Parks and Recreation Facilities Master Plan* (approved by the City Council in December, 1998), Davis has more than 30 parks and recreation facilities, which include 9 mini-parks, 18 neighborhood parks, 6 community parks, the golf course, Central Park and two playing field facilities. Existing open space resources consist of wildlife habitat areas in the County, neighborhood greenbelts, drainage ponds and channels in the City, and various open spaces on the UC Davis campus. Figure 30 shows the location of existing parks and schools, while Figure 31 shows Davis' open space system. Table 13 shows the acreages of existing and proposed parks and recreation facilities.

Parks provide facilities for athletic, community and arts events. These facilities include amphitheaters, softball diamonds, a golf course, and BBQ grills and picnic areas which can accommodate groups as large as 300 people. Play equipment and "Tot Lots" are located in almost every City park, and four community aquatic facilities are also maintained by the City.

The Parks and Community Services Department also provides or facilitates a variety of activities and programs which serve the needs of citizens of all ages in the city. Child care services include child care referrals, provider assistance, and parenting information and workshops. Programs for youth include dance, gymnastics and martial arts instruction, and activities such as basketball and ultimate frisbee leagues. Adult programs also include organized sports leagues, as well as fitness and dance instruction, and workshops which address issues such as parent-teen relationships. Senior citizens may participate in a variety of arts, exercise and sports activities at the City's Senior Center, or may choose to make use of City-supported legal, medical, and financial counseling or workshops.

Table 14 shows the existing ratio of parkland and open space per 1,000 persons. As shown in this table, the City is currently short of parkland in three planning categories.

Policy Background

In 1988, a concept called the Davis Greenway was proposed to link all parks and urban and rural open space areas with a network of Greenbelts, Greenstreets and trail corridors (Mark Francis, Stan Jones and Kerry Dawson, "The Davis Greenway Plan," UC Davis Center for Design Research, 1987). This concept, together with park area and siting standards and land conservation concepts, formed the basis for the 1990 General Plan Open Space Element (OSE). Many of the concepts in the 1990 OSE are retained in this General Plan, particularly with regard to conservation of land and creation of a network of linked parks and open spaces. Over the last ten years, the City has made progress on a number of these concepts such as neighborhood greenbelts and habitat enhancement areas.

Many of the concepts and policies contained in the 1990 OSE are woven into other chapters of this General Plan besides this one. Other relevant chapters include Chapter 1 (Land Use and Growth Management), Chapter 2 (Mobility), Chapter 3 (Urban Design and Neighborhood Preservation), Chapter 14 (Habitat and Natural Areas), Chapter 15 (Agriculture, Soils and Minerals), Chapter 19 (Hazards) and Section VIII (Plan Implementation).

TYPES AND STANDARDS FOR PARKS, OPEN SPACE AND RECREATION PROGRAMS

Parks

The City's parks, open space and recreation system shall include the following types of parks. Figure 30 shows the locations of existing and planned parks.

Table 14 shows the City's goals for acres of parkland per 1,000 residents. The City will attempt to meet these goals in future park planning.

Community Parks should be a minimum of 15 net acres; 25 net acres is the preferred size. They are designed and maintained to meet the needs of the entire Davis community, and to meet specialized needs. Amenities may include regulation facilities for organized individual and team sports, including multi-use turf areas for field sports such as softball, baseball, and soccer; aquatic facilities for recreation, fitness and competitive water sports; and tennis courts. Natural/landscaped areas and facilities for city-wide use such as community centers, amphitheaters, or gymnasiums may also be included. Outdoor lighting, when included, should be designed for minimum interference with

adjacent residences. Accessible public phones, adequate restrooms, storage rooms, group picnic areas, and children's playgrounds are required. Community parks should be located on arterial or collector streets, and have at least two major street frontages. Adequate off-street parking shall be provided. There should be a community park within 1½ miles of all dwelling units. Park location and design should minimize impacts to surrounding land uses.

Neighborhood Parks should be a minimum of five net acres. They are designed and maintained primarily to meet the needs of the neighborhood. Amenities may include children playgrounds, picnic facilities, natural/landscaped areas, and multi-use open fields. All neighborhood parks should have accessible restrooms and public phones. There should be a neighborhood park within 3/8 mile of all dwelling units.

Mini Parks are less than five acres. They are designed and maintained to provide recreation and aesthetic benefit, primarily in areas of high population density or commercial areas with high pedestrian use. Amenities may include children's playgrounds, plazas, turf, picnic areas, and special features.

Other Parks are not defined by size. They are designed and maintained in response to specific needs or desires for specialized facilities or landscapes. At this time, the Other Parks category includes the existing Central Park. Future active parks and recreation areas, athletic fields, regional park or some other facilities, could also be included.

Central Park is a 5-acre park located in the Core Area. It acts as the social and recreational heart of the City. It includes a fountain, a tot lot, a play lot, a picnic area, a carousel, a teen center, the Hattie Weber Museum and the site of the bi-weekly Farmers' Market.

Special Use Parks are not defined by size. They are designed and maintained to meet designated community needs. Park amenities may be specialized. Park location and design should minimize impacts to surrounding land uses. The City currently has three special use parks: the municipal golf course, the Civic Center Fields and Little League Park.

Open Space

Open space is a general category that includes all undeveloped land whose fee title or development rights are owned by the City, another public agency, or an open space trust or organization, and which is set aside for passive recreation, habitat preservation, buffering of the City from surrounding uses,

and/or agriculture (see Figure 31a, Open Space and Figure 31 b, Open Space City Area Enlargement). Open space also includes agricultural lands whose fee title or development rights are privately owned when such private land is contained within the Urban Agricultural Transition Area (UATA). Some examples of open space include the UATA (which could be publicly or privately owned), lands secured through the Farmland Preservation Ordinance, and the South Fork Preserve. As of 1999, the City has secured ownership or conservation easements on nearly 2,500 acres within the Planning Area.

The land within one mile of the landfill and sewage treatment facilities is designated “Open Space for Public Health and Safety.” The intent is that residential development is prohibited within this area due to public health concerns including vectors and odors. In addition, this area poses a hazard to aircraft because of the large number of birds that congregate in the vicinity of the landfill.

Historically, there have not been quantified objectives for city open space provision and this General Plan does not include quantified open space objectives. Despite the lack of such objectives, substantial progress has been made in providing open space, as presented graphically in Figures 31a and b. Examples include the combined use of drainage facilities as habitat areas; the promotion of native vegetation and integrated pest management in urban landscaping; the Davis Wetlands and South Fork Preserve projects; the farmland preservation ordinance; and the neighborhood greenbelt network. Support of other efforts, such as the Yolo Basin Wildlife Area, is also reflective of the progress.

Neighborhood Greenbelts are linear parcels inside of development areas that are undeveloped and landscaped, and which are used for recreation and non-motorized transportation.

Recreation Programs

A broad range of recreation programs and facilities should be provided to meet the needs of all city residents. City recreation programs should emphasize programs that are not offered by local organizations or the private sector.

Table 13
EXISTING AND PLANNED PARKS

Type of Park/Recreation Area	Existing Acreage	Planned Additions	Total Future Acreage
COMMUNITY PARKS			
Arroyo	3.5	12.0	15.5
Community	28.0	0.0	28.0
Mace Ranch	5.0	19.0	24.0
Playfields	16.5	0.0	16.5
Walnut	3.5	12.5	16.0
Sub-Total	56.5	43.5	100.0
NEIGHBORHOOD PARKS			
Chestnut	6.1	0.0	6.1
Covell	5.2	0.0	5.2
La Playa	5.0	0.0	5.0
Northstar	13.5	0.0	13.5
Oak Grove	2.5	0.0	2.5
Oxford Circle	3.9	0.0	3.9
Pioneer	5.8	0.0	5.8
Redwood	3.4	0.0	3.4
Slide Hill	12.0	0.0	12.0
Sycamore	5.5	0.0	5.5
West Manor	4.0	0.0	4.0
Westwood	5.8	0.0	5.8
Willow Creek	5.0	0.0	5.0
Mace Ranch	6.9	0.0	6.9
Sandy Motley	0.0	5.0	5.0
Robert Arneson	0.0	5.0	5.0
Sub-Total	84.6	10.0	94.6

Type of Park/Recreation Area	Existing Acreage	Planned Additions	Total Future Acreage
MINIPARKS			
Cedar (K Street)	0.6	0.0	0.6
College	0.9	0.0	0.9
Hacienda	1.0	0.0	1.0
N Street	0.2	0.0	0.2
Northstar	1.0	0.0	1.0
Putah Creek	1.8	0.0	1.8
Village	0.8	0.0	0.8
Whaleback	1.5	0.0	1.5
Wildhorse	0.0	1.0	1.0
Sub-Total	7.8	1.0	8.8
OTHER PARKS			
Central Park	5.8	0.0	5.8
Sub-Total	5.8	0.0	5.8
SPECIAL USE PARKS			
Davis Municipal Golf Course	80.0	25.0	105.0
Civic Center Fields	4.0	0.0	4.0
Little League Park	4.0	0.0	4.0
Sub-Total	88.0	25.0	113.0
STUDY AREAS			
Central Landfill Site	0.0	68.0	68.0
Golf Course Expansion	0.0	148.8	148.8
Sub-Total	0.0	216.8	216.8
TOTAL	242.7	296.3	539.0

 Parks

 Schools



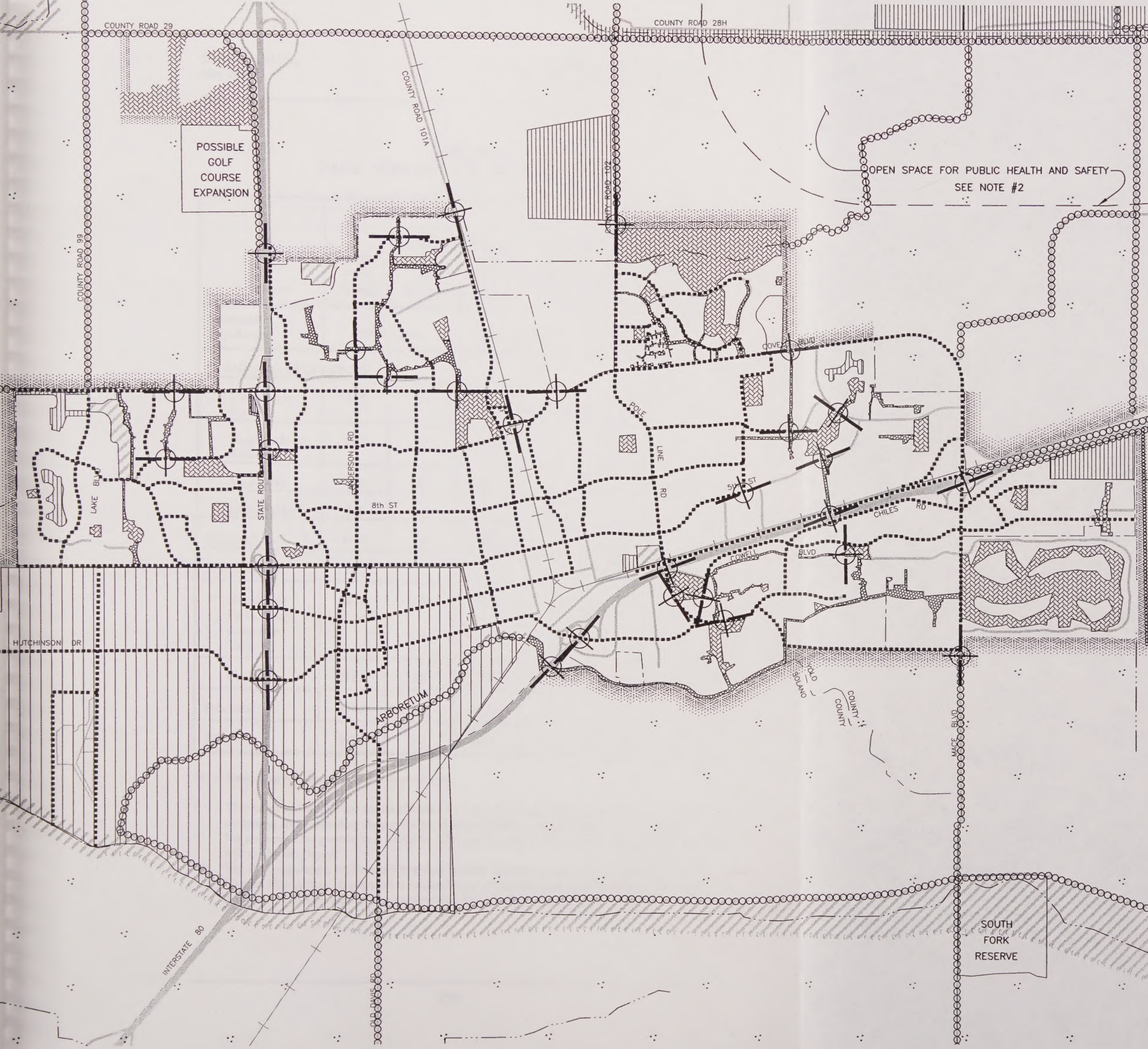


Figure 31b
Open Space -
City Area Enlargement

- Agriculture
- Urban Agricultural Transition Area
- Natural Habitat Area
- Public/Semi Public
- Parks/Recreation
- Neighborhood Greenbelt
- University of California at Davis
- Greenstreet
- Bicycle Trail Connector
- Grade Separated Bicycle/Pedestian Crossing
- Yolo/Solano County Border
- Creeks, Sloughs and Channels

NOTES

1. Open space designations are shown schematically. Actual dimensions will be determined on a project by project basis.
2. See Open Space chapter for description of "Open Space for Public Safety" zone within one mile of the landfill and sewage treatment facilities.

Davis General Plan

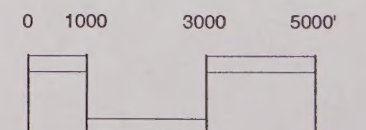
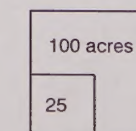


Table 14
PARK ACREAGE PER 1,000 PERSONS

Park Type	1995 Park Acreage	1995 Ratio (Acres/ 1,000 Persons)	Future (2010) Park Acreage	Future Ratio (Acres/ 1,000 Persons)	Standard (Acres/ 1,000 Persons)	Acres Needed to Achieve Standard
Assumed Population	1995: 52,200		2010: 62,182***			
STANDARD RECREATION						
Community Parks	56.5	1.1	100.0	1.6	1.8	12.0
Neighborhood Parks	77.7	1.5	94.6	1.5	1.8	17.4
Mini Parks	7.8	0.2	8.8	0.1	0.2	3.6
Other Parks *	5.8	0.1	5.8	0.1	1.2	68.8
Sub-Total	147.8	2.8	209.2	3.4	5.0	101.7
SPECIAL USE						
Special Use Parks, Study Areas (see Table 13)	88.0	1.7	329.8	5.3	None	N/A
Greenbelts	151.8	2.9	151.8**	2.4	None	N/A
Sub-Total	239.8	4.5	481.6	7.7	None	N/A
TOTAL	387.6	7.4	690.8	11.1	N/A	N/A

Note: Some numbers do not sum due to rounding.

- * This category includes the existing Central Park (5.8 acres) and other future active parks and recreation areas, including the possibility of athletic fields, regional park or other facilities.
- ** No projection for greenbelts is available. This does not necessarily mean that new greenbelts will not be developed.
- *** The 2010 population projection is based on land use determinations by City Council in the General Plan update. A population assumption of 64,300 was used in the Final Park and Recreation Facilities Master Plan approved by City Council on December 9, 1998.

GOALS, POLICIES AND ACTIONS

GOAL POS 1. Provide ample, diverse, safe, affordable and accessible parks, open spaces and recreation facilities and programs to meet the current and future needs of Davis' various age and interest groups and to promote a sense of community, pride, family and cross-age interaction.

Policy POS 1.1 Use systematic and comprehensive planning to guide the development, operation and allocation of resources for all City parks, facilities, and recreation programs.

Actions

- a. Emphasize joint planning and cooperation with all public agencies as the preferred approach to meeting the parks, open space and program needs of Davis residents.
- b. Develop and implement a parks and recreation facilities master plan.
- c. Establish design guidelines for the physical development of parks and open space areas.
- d. Develop standards for night-time activities and facility uses in parks and recreation areas.
- e. Seek a variety of sources to establish multi-sport facilities to meet citywide needs. Study potential sites located within the City and near the City to accommodate the needs.

Policy POS 1.2 Provide informal areas for people of all ages to interact with natural landscapes, and preserve open space between urban and agricultural uses to provide a physical and visual edge to the City.

Standards

- a. The City's park and open space system shall include opportunities for active and passive recreation.

Actions

- b. Develop some form of managed public access within all open space areas under the City's maintenance responsibility . Plan for public access only with the permission of the private landowner in Natural Habitat Areas and conservation easement lands which are not owned in fee by the City or other public entity.
- c. Work with Yolo County to develop a public campground within the Davis planning area to provide a rustic alternative to hotels and motels for short-term overnight accommodations.
- d. Incorporate existing habitat areas, including Putah Creek, Dry Slough, and Willow Slough, into the open space network, while maintaining the emphasis on wildlife and habitat preservation in these areas.
- e. Within urban open space areas, provide habitat elements (e.g. roosting trees, nesting trees, etc.) for birds, such as songbirds, hawks, owls, and for other wildlife as appropriate.
- f. Develop criteria regarding the types of locations where the City would like to establish new resource preservation, education and recreation areas and programs.
- g. Establish criteria for location and design of natural habitat areas accessible to the public, including criteria for natural habitat areas that can complement and accommodate other open space uses such as viable wildlife habitat.
- h. Set policies and criteria for the establishment of trails and picnic areas in natural open space areas.

Policy POS 1.3 Involve individuals and citizen groups reflecting a cross section of Davis citizens (including youth and adults) in the planning, design and maintenance of parks, recreation facilities and recreation programs.

Actions

- a. Maintain a Recreation and Park Commission, appointed by the City Council, to advise the Council on all matters related to parks and recreation.
- b. Appoint neighborhood park planning committees, which include neighborhood representatives, city-wide user representatives, and representatives from other ad-hoc groups, to help plan and design neighborhood parks and other facilities.
- c. Summarize the parks and recreation facilities master plan and distribute it widely.
- d. Conduct a survey or other formal process to solicit community input on existing and planned recreation programs at least once every five years.
- e. Develop methods to include children in planning for local parks.
- f. Where possible, include Davis residents, especially youths, in the construction of park and recreation sites.
- g. Involve citizens, especially youths, in maintaining park areas through participation in park watches, citizen based graffiti watch and cleanup and repair.

Policy POS 1.4 Make all parks, greenbelts, open space areas and recreation facilities attractive, safe and easy to maintain.

Standards

- a. Park design and planning should incorporate short- and long-distance views as appropriate.
- b. Wherever possible, new parks should include natural habitat and other “unimproved” areas.
- c. Parks, greenbelts and recreation facilities should be designed to eliminate hidden and difficult-access areas where security problems would be likely to occur.

- d. Parks, greenbelts, open space areas and recreation facilities should allow emergency and police vehicles access for routine patrol or medical response.
- e. Children's play areas and other appropriate park areas should have adequate shade and wind protection provided through landscaping and constructed elements.
- f. The park system should include multi-functional spaces and facilities to provide for cultural events.
- g. New parks should be designed and located to minimize noise and activity conflicts with residential areas.
- h. Open space in rural areas, intended for public access, should be acquired in large blocks in order to maximize management advantages, although linear corridor open space goals also apply to the acquisition of open space areas.

Actions

- i. Include art features designed by local artists in parks where possible.
- j. Require the review of all projects constructed as part of the Davis open space system by appropriate City departments to ensure that public safety concerns are met.

Policy POS 1.5 Attempt to provide all city residents with convenient access to parks and recreation programs and facilities.

Standards

- a. Parks, recreation facilities and open space areas should be located to be easily accessible by various transportation modes including car, bus, and bicycle.
- b. Recreation programs and access to facilities should be provided at reasonable costs.

Policy POS 1.6 Develop golf courses in Davis only as appropriate to meet local residents' needs.

Standards

- a. Future golf courses shall be limited to the proposed municipal expansion and the Wildhorse project.
- b. All future golf course projects should be designed, constructed and maintained with environmental sensitivity. Golf course projects shall include such measures as:
 - provision of a buffer between urban development and ecologically sensitive areas; preservation of the site's unique features;
 - avoidance and/or mitigation of wildlife impacts;
 - maintenance of corridors for wildlife movement and promotion of wildlife habitat;
 - minimization of tree loss and use of turf areas;
 - use of native plants and plants with low water requirements;
 - avoidance and/or minimization of the need for chemicals;
 - multi-functional use of water features as wetlands, habitat and stormwater drainage; and
 - use of efficient irrigation methods and practices.
- c. Golf courses shall not be credited as required park dedication land or greenbelts.

Policy POS 1.7 Use all available mechanisms for preservation of open space.

Actions

- a. Use regulatory means to the extent feasible to preserve targeted open space areas within the City's jurisdiction.
- b. Identify additional funding sources for implementation of identified open space preservation projects.

- c. Analyze lands adjacent to the Yolo Bypass, an important site on the Pacific Flyway for migratory waterfowl and other bird species, for the preservation and restoration of wildlife habitat and wetlands while maintaining compatible agriculture.
- d. Develop an open space acquisition plan utilizing a geographic information system for a scientific-based analysis of open space lands. The plan will be used to set land acquisition priorities and evaluate priorities. This plan shall also provide guidance on the restoration, maintenance and monitoring of open space acquired by the City. This plan should also include a policy regarding the process and timeline as to when adjacent land owners will be made aware of the fact that the City is pursuing a project (acquisition or development) next to them.
- f. Pursue open space acquisitions only where a willing seller is available. Open space may be acquired as part of a new urban development by a willing provider (not a willing seller in this case).
- g. Utilize revenues generated for the acquisition (fee title or easement) maintenance, and improvement of open space lands that are managed for the natural resource values of agricultural productivity and / or habitat. Funding from this source may also be used, where appropriate, to provide for public access and nature activities that complement and are compatible with, and do not negatively affect, the open space value of a property. The funds from this measure shall not be used for the acquisition, operations, maintenance or improvement of lands for use as active sports facilities, golf courses, neighborhood greenbelts or other intensive uses not related to natural resource values of the land.

Policy POS 1.8 Support regional and state-wide efforts that encourage open space preservation.

Actions

- a. Seek coordination of open space goals in the Davis General Plan with UC Davis; neighboring cities including Woodland, Winters, Dixon and West Sacramento; and with Yolo, Sacramento and Solano Counties and the Yolo County Habitat Conservation Program.

- b. The City of Davis should continue and expand programs with the cities of Woodland and Dixon and the counties of Yolo and Solano to establish permanent agricultural and open space areas that buffer communities from continuous urbanization and promote efficient growth patterns. The City should focus its efforts to establish Community Separators on lands subject to the highest development pressures. Lands facing high development pressures generally include, but are not limited to, areas adjacent to existing urban development and freeway interchanges.
- c. Support tax and economic incentives that enhance the economic competitiveness of agriculture and foster wildlife habitat restoration.
- d. Encourage voluntary restriction of development through dedication of conservation easements in addition to required agricultural mitigation.
- e. Support activities of non-profit land trusts and conservation organizations in acquiring development rights to open-space lands by gift or purchase of easements or fee simple.

GOAL POS 2. Develop an Urban Agricultural Transition Area around Davis, as shown on the Land Use Map in the Land Use and Growth Management Chapter and according to the concepts illustrated in Figure 32.

Policy POS 2.1 Develop the Urban Agricultural Transition Area to have segments which vary in overall size and configuration, level of development, and type of intended activity.

Standards

- a. Property lines should be followed where feasible when establishing the boundaries of Transition Areas.
- b. Transition Areas that harbor special status species should include landscaping and use restrictions that support these species.
- c. Individual areas preserved as Urban Agricultural Transition Area should be linked to each other wherever possible.

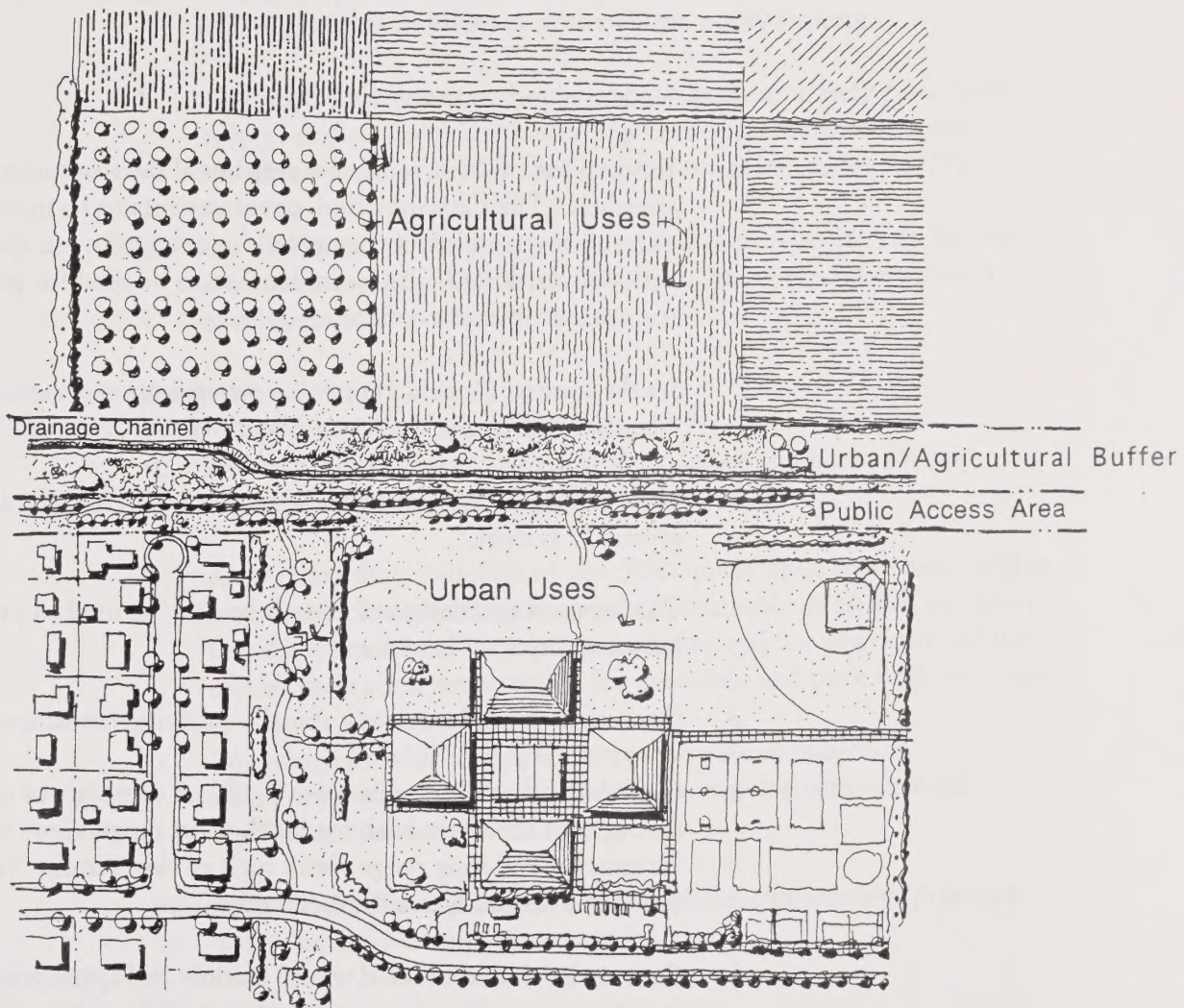


Figure 32: Urban Agricultural Transition Area

GOAL POS 3. Identify and develop linkages, corridors and other connectors to provide an aesthetically pleasing and functional network of parks, open space areas, greenbelts and bike paths throughout the City.

Policy POS 3.1 Require creation of neighborhood greenbelts by project developers in all residential projects, in accordance with Policy LU A.5.

Standards

- a. Ten percent of the area in new residential development areas shall be greenbelt. The City may find developments to be in conformance with this requirement if they provide dedicated open space in keeping with Standard POS 6.2a, or in-lieu fees to be used for greenbelt acquisition or improvement.

See the separate General Plan policy interpretation document titled "Residential Density Yields and Neighborhood Greenbelts".

- b. New residential development areas should be oriented around the greenbelt system.
- c. The location and design of greenbelts may be used to provide a buffer between disparate land uses.
- d. Greenbelts should serve as a visually unifying landscape element.
- e. Greenbelts should provide view corridors to points of orientation throughout the City; both for local, short range views to local landmarks, and long range views such as views to the Vaca Hills, Sutter Buttes and Sierra Nevada range.
- f. Greenbelts should be sited where feasible and appropriate to incorporate existing riparian or other wildlife or botanical habitat areas.
- g. Greenbelts should be located and designed to accommodate the management of stormwater drainage.
- h. Greenbelts should vary from a minimum width of 35 feet to an average width of 100 feet.

- i. Some areas in greenbelts should be located in close proximity to the highest density residential development in an area, when possible.
- j. Provide convenient greenbelt access points in all new development.
- k. New greenbelt links should be created in places where access to the existing greenbelt/bikeway system is currently lacking.
- l. Greenbelt requirements should be calculated separately from park acreage dedication or in-lieu fee payment requirements that are specifically authorized by the Quimby Act (Gov. Code 66477).
- m. Up to 20 percent of a project's greenbelt requirements may be used towards increasing the size of parks or other open-space within a development.

Actions

- n. Develop, adopt and enforce greenbelt design guidelines for new subdivisions.
- o. Allow flexibility in design of greenbelt/park/open space areas within new development as long as non-auto, internal circulation corridors (for school children, bicycles, pedestrians, etc) are provided and the overall dedication requirement for greenbelt and park facilities is met.
- p. Encourage provision of open space in excess of minimum neighborhood greenbelt and open space requirements through regulatory concessions.

Policy POS 3.2 Develop a system of greenbelts and accessways in new non-residential development areas.

Actions

- a. Establish standards for greenbelts and accessways in non-residential areas, with bicycle access as the key design goal.

Policy POS 3.3 Implement specific projects to augment the existing greenbelt/open space system.

Actions

- a. Develop, maintain and improve a trail, and or other greenbelt type amenities, if possible, in the corridor of the railroad right-of-way/F Street/H Street, with design flexibility to provide habitat. The goal of this project is to connect the Northstar Pond area to the downtown core area.
- b. Develop, maintain and improve a trail, and other greenbelt type amenities, if possible, in the Second Street/I-80 Corridor.

See also Policy MOB 3.5 for additional specific projects.

GOAL POS 4. Distribute parks, open spaces and recreation programs and facilities throughout the City.

Policy POS 4.1 Preserve existing parks, greenbelts and open space areas.

Standards

- a. All feasible alternatives shall be considered prior to converting parkland to other uses.
- b. The City shall preserve current ratios of open space to developed space within Central and Community Parks.

Policy POS 4.2 Construct new parks and recreation facilities.

Standards

- a. The equitable location of school sites, greenbelts, bike paths and open spaces throughout the community shall be considered in prioritizing construction of new parks.
- b. All new shopping centers, research, business or industrial parks, and apartment complexes should include open areas to serve as mini/pocket-parks that may include picnic tables, shade and recreation amenities.
- c. each new neighborhood park should be located near the center of the neighborhood that it will serve.

Actions

- d. Develop and follow a prioritized list of planned parks in the parks and recreation facilities Master Plan.
- e. Study potential development of new parks focusing on underutilized land or existing City-owned land with attention given to the potential impacts on wildlife and other resources.
- f. Acquire and develop park land to meet the standards for neighborhood and community parks outlined above, with the highest priority for park development in those areas that do not currently meet the distance-from-dwelling standard.
- g. Seek a variety of sources to establish multi-sport facilities to meet city-wide needs.

Policy POS 4.3 Hold City recreation programs in locations allowing the greatest possible access by members of the community.

Standards

- a. Recreation programs held at multiple sites (i.e. Rainbow Summer, swimming lessons) should be dispersed in geographically balanced locations whenever possible.
- b. Recreation programs that are offered at only one site should be located to be accessible by mass transit and bike as well as private vehicle.

GOAL POS 5. Respect natural habitat areas and agricultural land in planning and maintaining the City's park system.

Policy POS 5.1 Protect and retain wildlife habitat, agricultural land and open space when planning and maintaining City park lands.

Standards

- a. Existing natural habitat and other “unimproved” areas should be protected and preserved within parks, in keeping with the master plan approved for each park.

- b. An agricultural buffer should be provided between publicly-accessible parks/open spaces bordering agricultural lands.

GOAL POS 6. Encourage local organizations, the Davis Joint Unified School District, UC Davis, and the private sector to provide, develop and maintain needed parks, open space, recreation facilities, programs, activities and special events to the greatest extent possible.

Policy POS 6.1 Give local organizations, the School District, UC Davis, and the private sector opportunities and support for devising and implementing creative solutions for meeting recreation program and facility needs.

Actions

- a. Encourage local groups to identify recreation facility needs.
- b. Cooperate with local groups in the planning and construction of recreation facilities (models include Rainbow City and the Community Pool building in Community Park).
- c. Work with coalitions of sports organizations to define mutually compatible facility needs and mechanisms for the development, construction, operation and maintenance of these facilities.
- d. Develop and maintain joint use recreation facilities with the School District.
- e. Coordinate open space, recreation and child care programs and facilities with other City or school district programs.
- f. Encourage and support the development and maintenance of recreation and park facilities by the private sector.
- g. Assist private non-profit organizations that provide appropriate and needed recreation programs and services to Davis residents in meeting their facility needs.
- h. Investigate and evaluate the potential savings of using private contractors in the operation and maintenance of recreation facilities.

- i. Investigate the feasibility of establishing a non-profit foundation to seek and receive funds for the support of Parks and Recreation programs and facilities.
- j. Seek funding for specific programs and facilities from all appropriate outside sources.

Policy POS 6.2 Require dedication of land and/or payment of an in-lieu fee for park and recreational purposes as a condition of approval for subdivisions, as allowed by the Quimby Act (Government Code 66477).

Standards

- a. Land that is not suitable for recreation or wildlife habitat may not be counted toward fulfilling parkland dedication requirements.

Actions

- b. Continue to require development project impact fees for residential and commercial projects to finance park and recreation projects.
- c. Revise the subdivision ordinance to include standards that regulate the location and area of private open space that can be credited against a Quimby Act dedication.

GOAL POS 7. Reflect a balance between preservation, education, recreation and public health and safety in park and open space planning.

Policy POS 7.1 Proceed with park and open space planning in a balanced fashion, pursuing all the varying and sometimes competing uses of Open Space as opportunities are identified. These competing uses include resource conservation (farm land and groundwater recharge), wildlife and habitat needs, buffering of the agricultural and urban interface, alternative transportation corridors and active and passive recreation uses.

Actions

- a. Maintain the Open Space Commission to monitor open space issues and facilitate implementation of open space plans.
- b. Seek funding from all potential sources for parks and open space. Establish funding for open space separate from urban parks or parks for active recreation.
- c. Monitor the use of open space areas periodically and adjust management strategies appropriately.

Chapter 10. Youth and Education

BACKGROUND

Schools

The Davis Joint Unified School District is the major provider of educational services for the City of Davis. The District covers an area of 126 square miles. The District's total enrollment is 7,896 students, including special education students in the 1998/99 school year.

The existing District schools and enrollments in the 1998/99 school year are:

- Eight elementary schools (Birch Lane, Cesar Chavez, North Davis, Patwin, Pioneer, Robert Willett, Valley Oak, and the Fairfield School in the unincorporated County area west of Davis), with a total enrollment of 4,050. These schools serve grades kindergarten through six. The oldest of these facilities was constructed in 1953, while the newest was added in 1992. The average size for these elementary school sites is eight acres.
- Two junior high schools (Ralph Waldo Emerson and Oliver Wendell Holmes), with a total enrollment of 1,847. These schools, built in 1979 and 1966, serve grades seven through nine. They are located on 26.4 and 19.5 acre sites, respectively.
- One high school (Davis Senior), with an enrollment of 1,631. Built in 1960 on a 45.5 acre site, it serves grades ten through twelve. In addition, the Martin Luther King Continuation High School in central Davis has an enrollment of 53.
- K-12 Independent Study Program with enrollment of 192.

The DJUSD also has an interest in four additional sites in Davis. The District owns sites in Mace Ranch Park and Oakshade and is prepared to use the sites in the future as elementary schools if necessary. The District owns the Wildhorse site in North Davis and the site will be used for interim soccer fields for seven years. The District owns the "Grande" site in North Davis, although a variety of alternative uses are under consideration for this site.

The District's policy for desired school size is:

- Elementary, 600 enrollment and 10 net acres site. Two of the existing seven elementary schools meet this size standard.
- Junior high, 1,200 enrollment and 22 net acres site. One of the two junior high schools meets this size standard.
- High school, no existing policy although a 40 net acre site meets the State Department of Education standard for 2,000 students. Davis Senior High School meets this standard.

Student yield averages for a single family residential unit are 0.26 for elementary; 0.13 for junior high; 0.12 for high school; and 0.51 total. Student yield averages for a multi-family unit are: 0.08 for elementary; 0.02 for junior high; 0.02 for high school; and 0.12 total. Yield estimates for new construction are higher than these city-wide averages. Student yield averages for new construction are 0.69 total for a single family unit and 0.44 total for a multi-family unit. A multi-family unit targeted toward low-income families is likely to have a yield factor of 0.80 to 1.40 rather than the average of 0.35.¹

Private schools in Davis are Davis Waldorf School (K-8), St. James School (K-8), Montessori-Portage Bay (K-3), and Merryhill Country Day School (K-8).

Child Care and Youth Services

Child care in Davis is provided through family day care homes, nursery schools, day care centers, baby-sitting co-ops, license-exempt child care, and facilities at elementary and intermediate school sites (grades 4-6) before and after school. Every elementary and intermediate school has before and after school child care on or near the school site. In 1993, all of these facilities had a capacity for approximately 1,910 children, excluding part-day preschool programs.

The City of Davis Parks and Community Services Department provides the following types of services for child care: referrals; subsidies for qualifying families; technical assistance on how to start up and operate a child care program; support services for family day care providers; parenting workshops and information; a book and toy lending library; and a bi-monthly newsletter.

¹ Davis Joint Unified School District Student Yield Factor Study. Shilts Consultants. April, 1998.

The City of Davis also supports services for youth through Community Development Block Grants. Some of the youth services provided include pediatric emergency care and dental care through the Community Clinic, child care through the International House Mother-Child Learning Center, runaway counseling and emergency housing through the Allied Services for Kids program, and youth and family counseling through the Yolo Family Services Agency.

GOALS, POLICES AND ACTIONS

GOAL Y&E 1. Ensure that high quality formal and informal learning opportunities exist for youth and adults.

Policy Y&E 1.1 Develop and participate in collaborative consortiums that will bring educational and recreational program providers together.

Actions

- a. Organize a consortium of educational and recreational program providers and users to provide a forum for assessment of current formal and informal learning opportunities, and planning and possible partnerships for future programs.
- b. Hold a joint City Council and DJUSD Board annual round-table meeting to allow presentation and general discussion of current statewide and nationwide K-14 and adult, formal and informal, academic and vocational, educational issues and concerns.
- c. Develop collaborative programming with DJUSD and other educational and recreational program providers that will offer opportunities for quality formal and informal learning for youth and adults, including the interests of those individuals with special needs.
- d. Cooperate with DJUSD and other educational and recreational program providers in applying for grants and other funding for collaborative programming.
- e. Support with human and financial resources learning activities in practical and academic areas offered to youth by local libraries, museums, youth groups and learning centers.

- f. Provide funding assistance as available to local libraries, museums and learning centers for after-school and vacation youth activities.
- g. Continue to provide information about the formation and maintenance of formally organized clubs for youth.
- h. Cooperate with UC Davis and DJUSD to develop a mentor system whereby junior high, high school and college students educate younger students.

Policy Y&E 1.2 Provide a supportive environment for diverse forms and styles of learning.

Actions

- a. Utilize educational technology and methods in City youth programs that support different styles of learning.
- b. Continue to provide educational information to parents regarding different styles of learning through child care educational programs.
- c. Continue to provide inclusive recreation to ensure the participation of individuals with disabilities in city programs.
- d. Maintain and, if possible, increase the City's competitive fund which annually supports arts activities and increase the fund income so that the types of eligible activities can be increased by allowing a wider range of activities including science events or activities to be eligible for funding.

GOAL Y&E 2. Address social and recreational needs of youth, with an emphasis on youth experiencing at-risk situations, in energetic, innovative and caring ways.

Policy Y&E 2.1 Provide a comprehensive range of services to serve youth with an emphasis on youth experiencing at-risk situations.

Actions

- a. Develop a city-wide master plan for delivering youth and family services after-school and over the summers.
- b. Encourage businesses, agencies and organizations to develop thoughtful and responsive policies and programs that address the unmet needs of youth. Programs could include interest-based clubs, self-care and self reliance courses, drop-in activities, paid employment, and volunteer opportunities such as working with younger children.
- c. Offer programs at times and places convenient to youth.
- d. Hire staff for youth programs that is racially and culturally compatible with and recruited from the community served.
- e. Provide training in parenting skills that includes concepts such as parents and their children signing a contract that spells out mutual responsibilities and provides guidelines of dress and conduct.
- f. Provide opportunities for summer youth employment and encourage the business community to provide additional employment.
- g. Identify and advertise opportunities for students to work with planners to set up and build parks (e.g., picking out foliage, planting, constructing play sites, etc).
- h. Continue to integrate work on community projects into the sentencing and diversion of juvenile offenders.
- i. Continue to offer free or low cost transit passes for preteens to facilitate participation in community activities.

Policy Y&E 2.2 Involve youth and family members together in recreational and social programs offered by the City.

Actions

- a. Involve parents in an individualized Education Plan for Inclusive Recreation participation.

GOAL Y&E 3. Encourage participation by youth in a variety of community service and public policy activities.

Policy Y&E 3.1 Bring youth into the process of making and implementing public policy and program decisions.

- a. Create a Youth Commission comprised primarily of youth to provide City Council guidance on the issues that affect youths.
- b. Include youth on City commissions and committees, as appropriate.
- c. Conduct periodic City Council "youth sessions." The sessions should be oriented at both parents and youth to address issues related to youth and spotlight on-going City programs available to youth.
- d. Develop a program to allow teachers in area schools to bring students into city hall and have council members and City staff visit the classroom.
- e. Establish mini-internships on the City Council staff and key City departments for junior high and high school students.
- f. With DJUSD, develop a community service curriculum for youths which identifies city-wide service projects to meet community needs, adds a community service requirement for high school graduation and/or forms a community service course that gives high school graduation credit.

Policy Y&E 3.2 Draw upon youth as a source of innovation and pride.

Actions

- a. Encourage Davis businesses to provide window space to advertise school and youth events.
- b. Involve youth in the planning and set-up of community events.
- c. Encourage the Farmer's Market to feature an area school club each Saturday (eg. band, choir, cheerleaders, drama, etc.).

GOAL Y&E 4. Recognize and celebrate youth and their accomplishments.

Policy Y&E 4.1 Recognize and celebrate the accomplishments of youth developed in a wide array of educational settings.

Actions

- a. Sponsor a "Youth Awareness (or Appreciation) Day".
- b. Institute an annual Mayor's Award for Service to Youth in the area of "informal education".
- c. Publicize the City's educational programs and acknowledge educational achievements in City information brochures prepared for distribution to the community.

GOAL Y&E 5. Promote, encourage and support environmental education with a special focus on youth involvement.

Policy Y&E 5.1 Support educational programs that address the role of people in shaping the natural environment and their relationship to the environment.

Actions

- a. Establish an annual City-wide environmental awareness day.
- b. Support private, non-profit environmental education programs.
- c. Provide information to schools regarding City environmental impact reports for use in school curriculum.

GOAL Y&E 6. Provide a broad range of vocational and career opportunities to meet the needs of all Davis residents and to ensure a diverse and appropriately trained work force.

Policy Y&E 6.1 Establish a program of vocational and career education.

Actions

- a. Work with the School District to continue to offer youth career exploration through the “Shadow” program or similar programs.
- b. Work with businesses and non-profit entities to create a program to allow community members to explore work in various job locations.
- c. Continue to work with businesses, non-profit entities, DJUSD and UC Davis to create a vocational training program.
- d. Make available the resource guide of work exploration experiences, job shadows, and job training mentorship resources available in the community that is prepared by the Yolo County Employment Program.

GOAL Y&E 7. Work with the Davis Joint Unified School District and private school operators to provide for public schools and educational facilities that serve as neighborhood focal points and maintain a quality learning and recreational environment.

Policy Y&E 7.1 It shall be the policy of the City to integrate public schools physically and functionally as focal points of their surrounding neighborhoods.

Standards

- a. Annexation proposals, General Plan Amendments, Specific Plans and Master Plans shall identify all existing and planned school sites and reflect General Plan policies regarding school site location and designs.

Actions

- b. Continue to review proposed school sites for consistency with the General Plan, and require the reservation or dedication of school sites in proposed projects consistent with the General Plan.

- c. Continue to forward at the earliest possible stage all development proposals including annexations, General Plan amendments, Specific Plans, pre-zoning or re-zoning to the School District for review and response regarding the impacts of such development on School District facilities, school capacity and potential school sites.
- d. Consult with the School District during the creation or update of any development proposals including annexations, General Plan amendments, Specific Plans, pre-zoning or re-zoning.
- e. Develop guidelines for the provision of school sites in new development areas. The guidelines shall include site size, configuration, and location in relation to streets and commercial land uses.
- f. Urge the DJUSD to consider transportation issues in deciding whether to expand the existing high school or create a second one.
- g. Develop and maintain joint use recreation facilities with the School District.

GOAL Y&E 8. Plan for the costs of new school facilities when planning for specific new residential development.

Policy Y&E 8.1 It shall be the policy of the city to require to the extent legally permissible the full mitigation of school impacts resulting from new residential development within the boundaries of the city.

Note: Senate Bill 50 enacted in 1998 affects a local agency's ability to mitigate school facility impacts above statutory "base" fees and to deny a project based on inadequate school facilities. This law will be subject to interpretation. In any event, an environmental impact report with an alternatives discussion is required where there are significant and unavoidable impacts. In addition, a voluntary mitigation agreement with a developer is a possible solution to a mitigation problem.

Standards

- a. Land dedications or reservations for schools shall meet School District guidelines for school site size. Where more than one owner or development project is involved, the City shall, to the extent feasible, impose appropriate conditions and/or require written agreements in order to assure that the requisite school site acreage can and will be assembled to meet facility site requirements.
- b. General Plan amendments, Specific Plans, pre-zoning or re-zoning shall only be made after the City, following consultation with the School District, determines that provisions for dedication or reservation of school sites are adequate to meet the needs of the School District.
- c. Any project set forth in any proposed General Plan amendment, specific plan, pre-zoning or re-zoning shall show the location of future school sites to serve such project based upon adopted School District plans and criteria and General Plan criteria. Such a project shall include provisions for adequate funding for site acquisition and facility construction including compliance with any City imposed mitigation measures (subject to further policy level discussion regarding applicability) to the extent legally permissible.
- d. Future elementary and junior high schools should be:
 - Centrally located within or adjacent to residential neighborhoods and within the projected attendance area to minimize walking distances.
 - Located to minimize the number of students who would have to cross a major street to reach the school.
 - Located with direct access to an existing or planned collector or minor arterial street, as well as to a second road.
 - Conveniently and safely accessible to pedestrians and bicyclists.
 - Planned adjacent to neighborhood and community parks and designed to promote joint use of appropriate facilities.

- e. Future high school facilities should be sited through close cooperation of the city and the Davis Joint Unified School District.
- f. The City shall require the following minimum usable areas for school sites:
 - Elementary acres: 10-11 net acres.
 - Junior high schools: 22-25 net acres.
 - High schools: 40-50 net acres.
 - Alternative school facilities: 8 net acres.

The larger site sizes are needed when a class size reduction program is implemented. A different acreage may be required if planned student enrollment is smaller or larger than normal. The size of alternative school facilities depends on the program.

- g. Schools sites should be level and rectangular in shape, with average dimensions of 3 to 5 width to length ratio and a minimum depth of 150 feet.
- h. Development projects shall provide school sites with access to all basic utilities and services in a timely manner.
- i. To the extent feasible, construction of new residential projects should be phased to match the timing of school construction based on school district standards for new schools. Development should be allowed in only one area of town at a time to facilitate timely provision of school facilities.

Actions

- j. Request that the School District report on a regular basis to the City on the status of adequacy of school facilities to be provided for by future annexations, General Plan amendments, Specific Plans, pre-zoning or re-zoning.
- k. Work jointly with the School District to develop procedures to incorporate school site location and acquisition as part of the planning process for all annexations, General Plan amendments, Specific Plans, pre-zoning or re-zoning.

- l. Provide for the dedication or reservation of school sites meeting the standards provided for herein, at the earliest possible stage, in all subdivision and parcel maps or in the alternative, find that other suitable sites are available.
- m. Establish supplemental mitigation fees or other mitigation measures as requirements of development projects if the City Council determines that such fees or other measures are legally permissible and necessary to meet the facility funding needs of the School District and that other methods of school financing are not adequate. Such determination shall be based on School District supplied data establishing a nexus for such measures.
- n. Do not issue a building permit until the applicant has complied with all applicable school mitigation measures including the payment of any mitigation fees and has received certification from the School District that such requirement for fees or other measures has been complied with.

GOAL Y&E 9. Construct new public schools to meet the needs of residential growth.

Policy Y&E 9.1 It shall be the policy of the City to take all legally permissible steps to ensure the full mitigation of impacts of new development on school facilities.

Actions

- a. Require that development projects make provisions for reservation or dedication of school sites meeting School District site standards and construction of new school facilities adequate to meet the facility needs of the School District.
- b. Require that development projects which include school sites provide the site with access to all basic utilities and services in a timely manner.
- c. To the extent feasible, phase development consistent with capacity needs of existing and new school facilities.

- d. Prior to approving a new residential project, make a finding as to the project's impact on school facilities and the measures taken to address the impact.
- e. Cooperate with the School District to the extent authorized by law in establishing school funding mechanisms for new subdivisions and in-fill development to ensure that the impacts of such development on school facilities are fully mitigated.
- f. Facilitate the coordination of City and School District efforts to monitor the impact on schools of residential development projects, to project developments' effects on school attendance, to use consistent approaches to school impact analysis, and to effectively convey information between the City and the School District.
- g. Facilitate the coordination of City and School District efforts to monitor the impact on schools of residential development projects, to project developments' effects on school attendance, to use consistent approaches to school impact analysis, and to effectively convey information between the City and the School District.

Chapter 11. Human Services

BACKGROUND

Health and social services are available from public and private agencies in the Davis area.

The Davis area is currently served by the existing private Sutter-Davis Hospital near Highway 113 and Covell Boulevard and the Woodland Memorial Hospital in Woodland.

Other health services include Davis Urgent Care; Davis Community Clinic; the Yolo Hospice; Citizens Who Care; Yolo County Medical Health Department; Youth Outreach; The Mental Health Association of Yolo County; and the Sexual Assault and Domestic Violence Center.

Social services available to Davis residents through Yolo County Department of Social Services in Woodland include: Aid to Families With Dependent Children; Food Stamps; Medi-Cal; General Assistance; Special Circumstances; Information and Referral; Emergency Response Program; Family Maintenance Program; Family Reunification Program; Permanent Placement Program; Out-of-Home Care Services for Adults; In-Home Supportive Services; Protective Services for Adults; Family Day Care and Foster Family Licensing; Food Stamp Employment and Training; Greater Avenues to Independence; Welfare Fraud Investigation; Youth and Family Services (optional program); and Veterans Services (optional program). Other social services are available through the California State Employment Development Department in Woodland; the Yolo County Community Partnership Agency in Woodland; and the Yolo County Housing Authority in Woodland.

The City's Community Development Block Grant Program also funds social services in Davis, including health, nutrition, emergency shelter, housing and other services provided by non-profit organizations such as Davis Community Meals, Short Term Emergency Aid Committee, Community Housing Opportunities Corporations and the Sexual Assault and Domestic Violence Center.

GOALS, POLICIES AND ACTIONS

HEALTH

GOAL HS 1. Provide adequate health services to people of all incomes and all age groups.

Policy HS 1.1 Promote accessible, available, affordable and acceptable health care programs for all Davis residents.

Actions

- a. Participate in regional, statewide and other health promotion and disease prevention activities.
- b. Apply for and receive a Healthy Cities designation.
- c. Working with community groups, participate in the Healthy Communities 2000 project.
- d. Support qualified local applications for Healthy Start funding.
- e. Assist in the development of local health promotion activities.
- f. Apply for funding for tobacco use prevention funds for city and community activities.
- g. Assist in the immunization of all children pre-school age, excluding children at risk of serious illness through immunization.
- h. Promote accident prevention, health and safety among residents.
- i. Encourage the University to augment existing health services and to include the Community Clinic as a required clinical rotation in primary care programs.
- j. As possible, offer City facilities for mobile and temporary health services.
- k. Formulate co-sponsorships and partnerships to improve transportation to health services.

- l. Expand and develop new co-sponsored health promotion activities with local health organizations for all age groups.
- m. Develop partnerships with the school district to assure that health services are provided to students and that health information is included in adult education and ESL programs.
- n. Work with appropriate groups and organizations to meet unmet needs in the areas of dental services for Davis residents in need, mental health services for Davis residents in need, and mental health services for children.
- o. Maintain and expand funding if feasible for crisis intervention and follow-up services to the Davis community.

Policy HS 1.2 Encourage all businesses to provide health benefits to all employees.

Actions

- a. Consider the provision of employee health care and other benefits by businesses as a positive factor when offering incentives in business recruitment efforts.

Policy HS 1.3 Approach the prevention of violence as a community health problem by promoting a joint effort between human services, law enforcement, the schools, and neighborhood groups.

Policy HS 1.4 Work to increase safety from guns.

Actions

- a. Adopt controls on gun ownership and use to the extent allowed by State and federal law.
- b. Support zero-tolerance gun and drug policies in city, school and community services programs.
- c. Support reasonable legislative efforts aimed at tightening gun control legislation.

Policy HS 1.5 Maintain and expand access to alcohol and drug prevention services.

Actions

- a. Ensure that Yolo County alcohol and drug activities are implemented in Davis.
- b. Ask the County to include Davis community organizations in County mental health meetings.
- c. Encourage the adoption of zero tolerance ordinances for substance use and abuse at all Davis schools.
- d. Continue coordination of enforcement activities with federal, state, regional, county, and other activities.
- e. Aggressively enforce substance use and abuse laws.
- f. Assist in the expansion of community drug and alcohol treatment activities for Davis residents.

BASIC SUPPORT SERVICES

GOAL HS 2. Meet the basic needs for food and shelter of all Davis residents.

Policy HS 2.1 Work to provide food and nutrition for the hungry.

Actions

- a. Cooperate with State and County Departments of Social Services to utilize food subsidy resources to meet the needs of Davis residents.
- b. Continue support for local providers of food and nutrition services.

Policy HS 2.2 Provide a continuum of services for the homeless and those who are at-risk of becoming homeless, with recognition of special needs of youths.

Actions

- a. Continue to monitor the daily average number of persons seeking emergency shelter or transitional housing. Evaluate the resulting data to determine what facilities are needed to satisfy the needs of the identified population.
- b. Support services which provide homeless shelters and other resources for the homeless such as referrals for shelter and aid programs, showers, laundry and telephone services.
- c. Study the feasibility of providing free passes to all transit users.
- d. Continue support for the resource center for homeless and low-income residents.
- e. Continue to support transitional housing programs which provide supportive services to assist families and individuals toward independent living.
- f. Support "safe house" programs that offer care for latchkey and other neighborhood children.
- g. Minimize constraints to siting human services in Davis' neighborhoods, including such issues as zoning regulations.

DEPENDENT CARE

GOAL HS 3. Meet the needs of Davis residents for dependent care and respite care services.

Policy HS 3.1 Work to provide dependent care and respite care services.

Actions

- a. Encourage business involvement in and support of dependent care.
- b. Continue to provide respite care for families with special needs dependents.
- c. Continue coordinated efforts with government, business, health providers and child care providers to develop mildly ill child care options.
- d. Maintain and expand City family-friendly work policies.
- e. Seek state and federal funding sources for dependent care services for Davis residents.
- f. Continue to provide training and technical assistance for child care providers.
- g. Continue to assist child care providers in meeting licensing requirements.
- h. Maintain existing City dependent care benefits.

SENIORS

GOAL HS 4. Create and maintain a social and service environment supportive of seniors.

Policy HS 4.1 Provide programs which promote the physical and mental well-being of seniors.

Actions

- a. Maintain no fee and low cost transit passes for seniors.
- b. Support the development of a senior care continuum facility in Davis.

- c. Maintain and expand if feasible current senior programs and funding for the senior center as a focal point of program activities and services. Study options to expand the senior center facility in order to accommodate expanded programming needs.
- d. Provide retirement/life-planning programs emphasizing financial, health and leisure choices.
- e. Maintain and expand, if feasible, recreational opportunities responsive to seniors and athletic facilities accessible to seniors.
- f. Develop, if feasible, lifelong learning opportunities in areas including language and computer skills.
- g. Maintain and develop, if feasible, intergenerational programs with emphasis on senior center/Davis Joint Unified School District involvement.

Policy HS 4.2 Provide services which enable seniors to remain as independent as possible.

Actions

- a. Continue and, if feasible, expand information/assistance services at the Senior Center for seniors and their families.
- b. Promote existing and develop, if feasible, new senior daycare/respite services particularly for working families.
- c. Promote programs to assist caregivers and adult children with aging parents.
- d. Continue to support and develop, if feasible, in-home supportive services such as home maintenance, meals delivery and transportation.
- e. Maintain, if feasible, an affordable curb-to-curb transit service specifically designed for frail seniors.
- f. Develop, if feasible, an affordable transit escort service to assist frail seniors.

OUTREACH AND ADVOCACY

GOAL HS 5. Inform Davis residents about human service needs and programs.

Policy HS 5.1 Develop a program to publicize human service needs and programs.

Actions

- a. Convene meetings of parents, teens, school officials and service providers to assess the extent of the problems facing teens and to identify approaches to solving them.
- b. Compile and publish a summary analysis of Davis' unmet medical and human services needs, along with suggestions for community services to meet these needs. The analysis could be based on the Needs Assessment being conducted with CDBG funds in 1996-97.
- c. Support education activities for parents aimed at reducing tolerance of alcohol use among young people.
- d. Offer health benefit information, dependent care information and health information in newcomers, business, school and other publications.
- e. Work with the Davis Enterprise to sponsor a wellness column in the Enterprise.
- f. Consider adding a health category to the utility bill Pledge Program that allows residents to make voluntary donations to community causes.

Chapter 12. Art and Culture

BACKGROUND

Davis' non-profit museums and art galleries include the Pence Galley, featuring regional art and archaeological displays; the Davis Art Center Gallery; the Hattie Weber Library Museum in Central Park at 445 C Street, which is a local history museum and meeting facility; and the Memorial Union Art Gallery, the Richard L. Nelson Gallery and Fine Arts Collection, the Design Gallery and the C.N. Gorman Museum, featuring contemporary Native American Art, all of which are located on the UC Davis campus. The city of Davis has an active public art program that is complemented by privately-funded public art and the university's public art. More than thirty-five pieces of publicly-accessible art are located around the community and on the university campus.

Other cultural facilities include numerous for-profit art galleries in the downtown area; The Artery, an artists cooperative; The Davis Art Center, a multi-purpose educational and performing center offering a wide range of art classes; International House; Explorit Science Center; the Veterans Memorial Theatre and the Varsity Theatre, two performing arts theaters managed by the city of Davis; and a variety of facilities on the UC Davis campus, including the Craft Center, the Main Theater and Wyatt Pavilion.

GOALS, POLICIES AND ACTIONS

GOAL A&C 1. Support, promote and enrich artistic, cultural and arts-educational endeavors in Davis.

Policy A&C 1.1 Encourage and promote regional, city-wide and neighborhood arts and cultural events, activities and educational endeavors.

Actions

- a. Facilitate the creation of a central visitors center in the downtown area where information on local arts and cultural events is available.

- b. Develop and update annually a comprehensive guide of local studios, galleries, performing arts events, festivals, and public art.
- c. Identify and obtain additional funds to be used to promote art and culture in Davis. This could include funds normally used for economic development if appropriate.
- d. List arts and cultural events in city calendars and publications without a fee.
- e. Support diverse art and culture activities that promote cultural pluralism.
- f. Provide fee waivers or other appropriate financial support to exemplary arts and cultural activities held for the community's benefit.

Policy A&C 1.2 Enhance the viability of Davis' art and cultural community.

Actions

- a. Develop and implement a marketing plan that promotes the arts and art-related businesses and promotes opportunities for local artists to market their creative efforts in the Davis community. Update as needed to ensure that evolving needs are met.
- b. Offer technical assistance and business training programs to artists.
- c. Assist artists in securing low cost studio, presenting and performance space.
- d. Facilitate the development of clustered affordable artist studio and gallery space.
- e. Develop a resource list of affordable materials, services, classes, business assistance and other assistance. Update as needed, a minimum of every three years.
- f. Assist in educating artists on environmental health and safety issues and to develop environmentally safe practices.

- g. Seek supplemental arts contract funds from all potential public and private sources to increase funding for arts programs including on-going support of established art organizations, as well as funding for special group and individual projects.
- h. Maintain, update and disseminate information on public and/or private grant opportunities for cultural and arts programs.
- i. Facilitate City/University art and cultural exchanges.

Policy A&C 1.3 Integrate publicly-accessible art and creative thinking of artists into the planning, design and physical development of the City.

Actions

- a. Expand the City of Davis' collection of art in public places, revising parameters as needed to incorporate new concepts of public art.
- b. Expand the use of artists in the City's facilities and infrastructure planning process to develop art plans for City capital improvement projects, including, but not limited to, new city buildings, parks, and plazas.
- c. Strongly encourage the provision of public art and publicly-accessible art in private development projects.
- d. Ensure that the Civic Arts Commission participates in review of proposed projects having the potential to impact public art.
- e. Update the city's design guidelines to include expectations for publicly-accessible art in private development projects.
- f. Establish a mini-grant program, funded by the Municipal Arts Fund, for temporary public art displays.
- g. Develop a murals program, with special emphasis on blank walls in downtown Davis.

Policy A&C 1.4 Enhance, promote and financially support educational opportunities in all the arts for all members of the community.

Actions

- a. Develop and distribute a directory of Davis artists to help organizations program art educational opportunities.
- b. Develop and financially support educational opportunities through artist-in-residency programs in schools and in the community.
- c. Provide technical assistance and other appropriate aid to encourage and support local organizations that offer educational art activities.
- d. Continue to provide funds for exemplary arts education programs in school and community settings, to be matched by schools and/or the private sector.

Policy A&C 1.5 The City shall encourage the Yolo County to compensate for the increased demand in library space and materials by using various expansion techniques, including, but not limited to, book mobiles and satellite facilities.

Actions

- a. Encourage the private sector to fund library construction and book acquisition through corporate sponsorships and individual memberships.

Chapter 13. Diversity

BACKGROUND

Table 15 shows the ethnic composition of the population in Davis and Yolo County in 1990. The non-Hispanic white population in Davis is higher than in the County as a whole (76.1 percent vs. 68.6 percent). The Hispanic and minority population in Davis, however, has increased from 16.7 percent of the population in 1980 to 23.9 percent in 1990.

The City of Davis has had an affirmative action employment program since 1977. It is defined as a program of positive action aimed at remedying the effects of past discriminatory practices in order to give substance to the term "equality of employment opportunity," and its purpose is to have a city labor force that reflects the ethnic and sex composition of the labor force in the employment service areas. The affirmative action program includes rules regarding recruitment and selection of city employees and Council set affirmative action goals. The city's current breakdown of employees by ethnic group and sex is shown in Table 16.

Except for the Personnel Board, which must consist of seven members and include at least two women and two minority members per the affirmative action program, there is no written affirmative action program or policy for city commissions. However, the City Council encourages affirmative action appointments to all city commissions.

GOALS, POLICIES AND ACTIONS

GOAL DIV 1. Attain equal opportunity in all aspects of public life, including employment, entrepreneurship, financing, and housing.

Policy DIV 1.1 Create and support social structures that encourage equal access for each resident to every arena of Davis public life, and change those social structures which produce, support, and legitimate values and practices which limit such access.

Table 15
POPULATION ETHNIC BREAKDOWN

	City of Davis		County of Yolo	
White - Non Hispanic	35,159	76.1	96,825	68.6
Black - Non Hispanic	1,311	2.8	2,975	2.1
Asian - Non Hispanic	5,955	12.9	11,455	8.1
Native American - Non Hispanic	291	0.6	1,363	1.0
Other Race - Non Hispanic	68	0.1	292	0.2
Hispanic Origin	3,425	7.4	28,182	20.0
TOTAL	46,209		141,092	

Table 16
CITY STAFF ETHNIC AND GENDER COMPOSITION

White male	160
Black male	10
Hispanic male	34
Asian male	11
Native American male	2
Total Male	217
White female	94
Black female	0
Hispanic female	15
Asian female	6
Native American female	4
Total Female	119
Total Employees	336

Standards

- a. Access to all City programs shall be available to everyone, inclusive of race, ethnicity, culture, religion, gender, sexual orientation, physical ability and socio-economic background. Access shall also not be denied based on age, except in the case of programs specifically intended to serve specific age groups.
- b. Offer assistance and support to individuals with disabilities consistent with the Americans with Disabilities Act and Rehabilitation Act '78.

Actions

- c. Review all City policies and programs to insure that they support equal opportunities and equal access.
- d. Continue to promulgate non-discrimination laws and the City's Fair Housing Program.
- e. Encourage developers and tenants to practice affirmative action in planning, construction, purchasing and in personnel recruitment and selection.
- f. Practice an open-door policy in city programs, welcoming all individuals regardless of ethnicity, race, religion, class, disability, sexual orientation, and gender.
- g. Develop City programs that use education, outreach, and training to assist historically under-represented groups in obtaining access to City programs and employment opportunities.
- h. Publicize and actively recruit for City programs and employment opportunities in media sources widely used by all and in media sources of special interest to historically under-represented groups..
- i. Implement barrier-free accessible design in all City of Davis projects.
- j. Encourage barrier-free accessible design in private development projects throughout the city.
- k. Make information on City services available in foreign languages, TDD and media accessible to the visually impaired.

- l. Encourage the DJUSD to create an active multi-cultural education program in City schools.
- m. Support and publicize events that celebrate diverse and rich traditions of different cultures, subcultures and special groups.
- n. Develop and make available educational programs on diversity and special needs that can be used for presentations throughout the community.
- o. Provide information to the public on cultural exchange opportunities.
- p. Periodically assess the degree of inclusiveness in City activities and programs to determine whether or not the City's goal of assuring equal access is being met. The test of equal access shall be the degree of diverse resident or guest participation.
- q. Determine the degree to which diverse participation reflects residential composition based on regular monitoring and annual reporting of:
 1. the relative diverse resident composition of the City and the greater Davis area, as reported in the US census; and
 2. the relative diverse employment and membership composition within all classification types at all levels of responsibility of each City department, board, commission, program, or civic activity; and
 3. the diverse utilization of all public and private services utilizing public resources.
- r. Establish reasonable participation goals for the following year based on the results of the monitoring and reporting activities required by action (p) above.
- s. Encourage associations representing business, professional, social or service interests serving the people of Davis to: 1) provide an annual report on diverse participation in those associations, and 2) establish and report reasonable diverse participation goals and objectives for the following year.

- t. Encourage DJUSD to provide an annual report on the diverse participation in all activities within its jurisdiction and to establish reasonable diverse participation goals and objectives for the following year.
- u. Create an active and on-going education, training, outreach and mentoring program to achieve the goals of equal access and participation in all activities of contemporary life and in all elements of civic or public life.
- v. Regularly report to the public on diversity activities.

GOAL DIV 2. Accomplish representation in the City's workforce, commissions, committees, boards, and all civic activities to reflect as nearly as possible the racial and ethnic composition of Davis.

Policy DIV 2.1 Take all actions necessary to create a diverse City workforce and diverse participation on all commissions, committees, boards, and in all civic activities.

Standards

- a. Actions listed under Policy DIV 1.1 will serve to implement this policy.

SECTION VI.

COMMUNITY RESOURCE
CONSERVATION

Chapter 14. Habitat, Wildlife, and Natural Areas

BACKGROUND

The Davis area does not consist of pristine biological conditions in that most of the non-urbanized land is currently used for agriculture. Areas that provide habitat value are: marshy wetlands in slough channels; irrigation and drainage ditches; riparian woodlands along the North and South Forks of Putah Creek; the old channel of Willow Slough; parts of Dry Slough; and ponds.

The valley landscape that once existed in the Planning Area was predominantly a mixture of native valley grassland types, with small groves and scattered individuals of valley oak and strips of riparian woodland (cottonwood, box elder, willow, oak, sycamore) along natural drainageways. There were probably significant thickets of elderberry, willow, native blackberry, and other riparian plants in the lowlands and along watercourses.

The Planning Area is situated in a strategic position in the Pacific Flyway, a major migration route for waterfowl and other birds in North America. Although the area has little natural habitat for such species, its location and the presence of water in the Yolo Bypass and Putah Creek give high potential for natural community restoration. A current list of special status plant and wildlife species in Yolo County is available through the California Department of Fish and Game.

Yolo County, the cities in Yolo County, and the California Department of Fish and Game are currently working on a County-Wide Habitat Conservation Plan (HCP), a 20-year plan that provides a framework for long term habitat conservation. The two primary goals of the plan are to mitigate the loss of biological resources due to urban development, and to maintain agricultural values in areas where mitigation will occur. By viewing the County area as a single large ecological system, the HCP intends to provide for species survival at a level that would not occur within isolated pockets of habitat. Implementation of the HCP is dependent upon innovative public and private sector partnerships and creative management strategies, and implementation costs are to be reduced by the use of public lands when feasible.

Some of the key areas managed for wildlife habitat value in and near the Planning Area are the UC Davis Putah Creek Riparian Reserve, 125 acres, which supports riparian habitats for highly diverse plants and animals; the UC Davis Arboretum, 119 acres, with 1,400 species of plants (not all native); the Audubon / Hunt-Wesson Hawk-Owl Reserve, in the northern portion of the planning area west of the County landfill site; the City-owned South Fork Preserve on Putah Creek; the demonstration wetlands east of the Wastewater Pollution Control Plant; and the State-owned Yolo Basin Wetlands Project in the Yolo Bypass, directly east of the Planning Area. In total, approximately 4,600 acres in the Davis Planning Area are currently managed for enhanced habitat value. In addition, the City continues to participate in the establishment of a 50,000 acre national wildlife refuge in the Yolo Bypass that stretches from Putah Creek to Liberty Island in the delta.

GOALS, POLICIES AND ACTIONS

GOAL HAB 1. Identify, protect, restore, enhance and create natural habitats. Protect and improve biodiversity consistent with the natural biodiversity of the region.

Policy HAB 1.1 Protect existing natural habitat areas, including designated Natural Habitat Areas.

Standards

- a. Heritage oak trees and City-designated signature trees shall be protected. Sensitive biological resources should be protected .
- b. Project design shall demonstrate that avoidance of sensitive resources has been integrated into project design. Where avoidance is not feasible, the project proponent shall compensate for the loss or disturbance within Yolo County. The type and amount of compensation shall be determined in conjunction with the appropriate local, state, and/or federal regulatory agency involved.
- c. Active recreation facilities should be minimized within natural habitat areas.
- d. Recreation or interpretive facilities within natural areas should be designed to be site-sensitive and minimally intrusive. Public access into Sensitive Habitat Areas should be limited.

- e. New developments shall incorporate setbacks from creeks and channels.
- f. Restoration plans are required for all habitats that are to be restored in new development areas.
- g. Storm-retention ponds and drainage ponds that have become wildlife habitats should be restored as habitat.
- h. Develop a list of wildlife species that should be encouraged or protected. A map should be developed that indicates the areas where these species should be encouraged or protected.
- i. The City shall require a biological survey be prepared by a qualified biologist for proposed development areas that may contain sensitive resources as defined by the City or appropriate state or federal regulatory agencies. The biological study shall be prepared as a requirement of the environmental assessment of a given project unless the City's Planning Director determines, based on previous studies or other evidence, that the site's current state would preclude the finding of sensitive resources. Agricultural use or plowing of a site does not eliminate the probability of sensitive resources. Such studies, when required, shall include:
 - surveys and mapping of special-status plants and wildlife during the appropriate identification periods;
 - mapping and quantification of sensitive habitat loss; and
 - delineation and quantification of waters of the U.S., including vernal pools, swales, alkali wetlands, seasonal wetlands, and other wetlands shall be done using the current USACE wetland delineation manual.

For areas of non-native grassland, rural, developed, or agricultural lands that are determined to contain no special-status species, inclusions of alkali grassland, meadow and scrub, native perennial grassland, or wetlands, no further mitigation will be required. If sensitive habitats are identified, please refer to the mitigation measure(s) below pertaining to that resource to avoid, minimize, or compensate significant effects on these resources accordingly.

- j. If a biological study of a site determines the presence of sensitive biological resources, the project proponent will retain a qualified biologist, approved by the agency(s) with regulatory responsibility, to monitor construction activities in sensitive biological resource areas.
- k. Sensitive biological resources located in or adjacent to the construction area will be protected by placing orange construction barrier fencing, or stakes and flags, including buffer zone (where appropriate and depending on the type of resource). Adjacent resources that may require protection include oak woodland, riparian woodland and scrub vegetation, drainages, vernal pools and swales, other wetlands, native grassland, special-status species populations, and elderberry shrubs.

Actions

- l. Develop and implement an Urban Wildlife Program to coordinate habitat protection/expansion and wildlife conservation.
- m. Maintain an inventory and map of locations of special status habitat types and special status species within the Davis Planning Area.
- n. Pursue opportunities for the acquisition of wildlife habitat and natural resource areas, using the map of special status habitat types described under Action HAB 1.1 as a guide to priority order of acquisition sites.
- o. Seek external sources of funding for habitat enhancement and acquisition.
- p. Encourage the University to protect natural habitat areas on campus.
- q. Maintain the City-owned South Fork Preserve site as natural habitat and compatible agriculture with public access limited to certain portions of the site so as to minimize impacts to sensitive areas.

Policy HAB 1.2 Enhance and restore natural areas and create new wildlife habitat areas.

Standards

- a. Native plants should be used wherever possible in public and private landscaping.
- b. Storm-retention ponds, drainage ponds, groundwater recharge areas, channels, and other similar areas should be designated and managed as wildlife habitats when appropriate and environmentally sound.

Note: See Action HAZ 4.5a.

- c. Landscaping should provide wildlife habitat where appropriate.
- d. Hedgerows and other features to provide habitat for beneficial insects and wildlife are encouraged within the Urban Agricultural Transition Area and other agricultural areas.
- e. As a means to promote safety of habitat areas from toxic materials, new habitat areas should be designated on non-agricultural lands or on agricultural lands that are in organic production.

Actions

- f. Cooperate with other governmental agencies, the University, and citizens' groups in restoring natural areas and habitats that have been lost or degraded. Preserve these areas as habitat and scenic areas, and, where appropriate, for passive recreation.
- g. Implement a program of habitat enhancement in the existing drainage ponds and other appropriate areas within the Urban Agricultural Transition Area for migratory wetland wildlife.
- h. Implement the Wetlands Demonstration Project associated with the City's wastewater treatment plant. This should be done in a manner that does not impose restrictions on adjacent agricultural operations.
- i. Continue to work with community groups such as Tree Davis to organize tree planting activities.

Policy HAB 1.3 Commit adequate City resources and staff time so as to protect habitat and other natural resources.

Actions

- a. Continue to utilize City staff to work towards conservation of natural resources.

Policy HAB 1.4 Preserve and protect scenic resources.

Actions

- a. Study and implement options for the preservation and protection of scenic resources.

GOAL HAB 2. Increase public awareness of habitat, wildlife and sensitive species.

Policy HAB 2.1 Develop environmental educational programs and public access areas and programs to allow viewing of wildlife and habitat through controlled interactions of people with natural areas.

Standards

- a. The sensitivity of wildlife habitat and the inherent conflicts in providing public access to habitat areas should be considered in all site design or management plans for natural areas.

Actions

- b. Develop programs to provide education about plant and animal habitats, particularly those of native or local plants and animals.
- c. Provide and distribute to schools and teachers information regarding City environmental programs in wildlife habitat creation and wildlife protection.
- d. Establish information walks and observation days for habitat and wildlife education.

- e. Include youth, school groups and families in actual preparation, construction and upkeep of nature areas and recreational areas.
- f. Provide educational material and signage that provides for enhanced enjoyment and understanding of habitat areas.

Chapter 15. Agriculture, Soils and Minerals

BACKGROUND

Agricultural Resources

Much of the area surrounding Davis is used for agriculture, and agriculture is the most significant industry in the region. The Davis area has a temperate climate with sunny skies, cooling summer winds, and light rainfall during moderate winters, which is ideal for agriculture. There is adequate rainfall for crop growth during seven months of the year; irrigation is required for continued growth during the rest of the year. Approximately 275 days of the year have a minimum temperature of 32 degrees, which constitutes the growing season.

Figure 33 shows the agricultural soil classifications in the Davis Planning Area. "Prime agricultural land" in the Planning Area has been classified in three separate classification systems: the U.S. Natural Resources Conservation Service Land Capability Class System of I through VII; the State Department of Conservation's Important Farmland Inventory System; and the Cortese-Knox Local Governmental Reorganization Act of 1985 Criteria. The Natural Resources Conservation Service's system has seven classes of soils (ranging from a high of I to a low of VII) and Classes I and II are considered to be of prime agricultural significance. Most of the City of Davis is built on prime agricultural soils, Classes I and II soils. Class III and IV soils are found in the northern and eastern portions of the planning area, with a small area to the east.

Figure 34 shows the agricultural land surrounding Davis under Williamson Act contracts. Pursuant to the California Land Conservation Act of 1965 (Williamson Act), a landowner of prime agricultural land may receive a property tax advantage in exchange for entering into a contract to maintain the land in agricultural use for at least ten years. If the landowner notifies the County that he/she wishes to terminate the contract, it normally takes ten years for the development restriction to expire. The importance of Williamson Act contracts changed with Proposition 13 property tax laws, but the contracts remain an important tool for preserving farm land.

The provisions of AB 1190 (Chapter 97, Statutes of 1992) amending various provisions of the Civic Code of the State of California, provide that certain existing agricultural processing facilities do not constitute a nuisance as long as they continue to operate in a similar manner to that in which they have historically operated. AB 1190 provides for the protection of a wide range of existing agricultural operations including, but not limited to, food processing, crop cultivation and the raising of livestock. The Hunt-Wesson Cannery and the Simmons property in East Davis fall under the protection of this legislation. Similarly, existing agricultural operations adjacent to the Davis city limits in unincorporated Yolo County would be protected from nuisance complaints under AB 1190.

The city has found that agricultural processing facilities (including the Hunt-Wesson facility) located within the city meet the criteria of AB 1190. The city has also found that the provisions set forth in the noise ordinance related to AB 1190 are necessary to make the provisions of AB 1190 conform with the city's requirements to set noise standards for various activities.

Mineral Resources

The most important mineral resources in the region are sand and gravel, which are mined on Cache Creek and other channels in Yolo County. A survey of aggregate resources by the State Division of Mines and Geology showed no significant aggregate resources in the planning area. The only mineral resource known to exist in the Planning Area is natural gas, but resource areas have not been identified.

AGRICULTURE

GOAL AG 1. Maintain agriculture as an important industry around Davis.

Policy AG 1.1 Protect agricultural land from urban development except where the general plan land use map has designated the land for urban uses.

Standards

- a. New residential subdivisions and other urban development are discouraged in areas of Class 1 and 2 soils except where the General Plan land use map has designated the land for urban uses.

Actions

- b. Encourage participation in the Williamson Act and/or other farmland preservation programs.
- c. Establish a 150-foot minimum agricultural buffer around the City. Require dedication from developers of lands to make up the buffer concurrently with any peripheral development.
- d. Continue to work with the counties, other cities and the general public to minimize conflicts with land uses such as agriculture and wildlife habitat when developing agricultural buffers.
- e. Implement the provisions of AB 1190 to provide that certain existing agricultural activities, operations, or facilities, or appurtenances thereof do not constitute a nuisance as long as they continue to operate in a similar manner to that in which they have historically operated.
- f. Define land development guidelines for new projects proposed adjacent to existing agricultural activities, operations, or facilities. Such guidelines may include, but are not limited to, specific mitigation measures such as sound walls, landscaping, berms, and construction standards.
- g. Continue to require disclosure agreements for new developments within 1,000 feet of agricultural land.
- h. Urge Yolo County and Solano County to preserve agricultural land within the Davis Planning Area beyond that proposed for development.
- i. Continue to implement the provisions of the Farmland Preservation Ordinance requiring buffering, notification and conflict resolution in the Planning Area. Maintain a strong right-to-farm policy .

- j. In order to create an effective permanent agricultural and open space buffer on the perimeter of the City, immediately upon completion of the General Plan Update, pursue amendments of the Farmland Preservation ordinance to assure as a baseline standard that new peripheral development projects provide a minimum of 2:1 mitigation along the entire non-urbanized perimeter of the project. The proposed amendments shall allow for the alternate location of mitigations for such projects including but not limited to circumstances where the project is adjacent to land already protected by conservation easements or by some other form of public ownership that guarantees adjacent lands will not be developed.

Policy AG 1.2 Promote and enhance local agriculture.

Standards

- a. Developers shall be required to reduce the impacts caused by their developments on adjacent agricultural lands in accordance with the city's right to farm and farmland preservation program.

Actions

- b. Continue to implement the farmland preservation ordinance to mitigate for the loss of agricultural land.
- c. Use signage, access restrictions, fines, education and other available means to minimize trespassing into agricultural areas.
- d. Maintain existing community gardens, and develop more where costs to the City are low.
- e. Encourage residents to purchase produce from local farmers and community supported agriculture.
- f. Support the establishment of projects to teach urban residents about the agricultural industry and to provide a forum for dialogue between urban residents and farmers.

GOAL AG 2. Encourage sustainable and organic forms of agriculture.

Policy AG 2.1 Foster the growth of environmentally friendly agricultural business and industry in Davis.

Actions

- a. Maintain all City-owned community gardens as "organic" as defined by California law.
- b. Develop a sustainable gardening ordinance to encourage users of city-owned community gardens to garden sustainably.
- c. With landowners, neighbors, the school district, and others, establish a "School Farm or Landscape Program" wherein schools establish and maintain an organic crop farm or landscape on nearby barren or idle sites within the City.
- d. New apartment complexes should provide a gardening space for use by tenants.

SOILS

GOAL AG 3. Conserve soil resources within the planning area.

Policy AG 3.1 Develop programs to help to conserve soil resources.

Standards

- a. Tree rows or other windbreaks shall be required in buffers on the edges of urban development and in other areas as appropriate to reduce soil erosion.
- b. Drainage facilities shall be designed to control runoff and minimize erosion.

Actions

- c. Regulate activities that cause soil compaction and stratification.
- d. Include information on soil erosion in the public water conservation program and school education program.
- e. Coordinate with Yolo and Solano counties, the Resource Conservation District, and the Natural Resources Conservation Service in implementing programs to reduce soil erosion by wind and water and prevent soil contamination.
- f. Work with area farmers and farming organizations to coordinate farming practices conducive to soil conservation. Provide assistance when appropriate.

MINERAL RESOURCES

GOAL AG 4. Maintain Davis' visual character and natural topography by minimizing mineral resource exploitation.

Policy AG 4.1 Discourage the extraction of mineral resources in the planning area.

Actions

- a. Coordinate with County government in regulating mineral-resource-production operations, including sand-and-gravel mining, and oil and gas wells.

Chapter 16. Historic and Archaeological Resources

BACKGROUND

According to a review of available records by the Northwest Information Center of the California Archaeological Inventory, there are four recorded and eight reported prehistoric, and no recorded historic archaeological sites in the Davis planning area. However, less than 10 percent of the total area of the City has been archaeologically surveyed; therefore, there is a likelihood of additional resources in the Planning Area beyond those recorded and inventoried.

The City of Davis has shown its commitment to preservation by becoming a Certified Local Government (CLG), and thus is available to compete for special federal funds. This funding can be used for various preservation activities in the community. The State of California's Office of Historic Preservation and CLG's work in partnership to promote historic preservation efforts.

There are seven historic sites listed with the National Register of Historic Places, seven in the California Inventory of Historic Resources, and 149 with the City's Cultural Resources Inventory.

The city has an inventory of 31 historic landmarks. The Jerome and Mary Chiles Davis Homestead at UC Davis, the Dresbach-Hunt-Boyer Home at 602 Second Street, the Davis Junction train station of the California Pacific Railroad, and the Richards Underpass are examples of resources that are in the City's inventory. A recent update of the inventory has listed a number of additional properties with potential historic merit. This list does not have regulatory provisions associated with it.

The residential areas north of the Core Area consist of well-preserved neighborhoods of cottages and bungalows typical in the early 20th Century. While individual structures are not of great architectural significance, the neighborhood is a fine example of its type.

The city's Street Tree Commission has identified 98 "landmark" trees on public and private property. These trees are designated because they are healthy and unique as an outstanding specimen of a desirable species; one of the largest and oldest trees in Davis; historical interest; or distinctive form. Property owners and developers are asked to save these trees and to maintain them in good condition for the benefit of the present and future citizens of Davis.

Archives of local history are maintained at the Davis Branch of the Yolo County Library, the UC Davis Library, the Yolo County Historical Museum in Woodland, and the Yolo County Archives in Woodland.

GOALS, POLICIES AND ACTIONS

GOAL HIS 1. Designate, preserve and protect the archaeological and historic resources within the Davis community.

Policy HIS 1.1 Maintain an inventory of archaeological and historic resources.

Actions

- a. Maintain and update a map and an inventory of prehistoric and historic archaeological resources and historic resources, including but not limited to, underground sites, artifacts, buildings, structures, landmarks, districts, linear resources, landscapes, gardens, sites, trees and other vegetation.
- b. Establish archaeological or historic districts where significant numbers of archaeological or historic resources are grouped together. Areas to consider for such districts include, but are not limited to, College Park, Bowers' Addition, Old East Davis, the area between 5th and 8th Streets, and the Lincoln Highway.
- c. Work cooperatively with the University to identify historic resources and historic and prehistoric archaeological resources and to plan for their preservation.

Policy HIS 1.2 Incorporate measures to protect and preserve historic and archaeological resources into all planning and development.

Standards

- a. The City shall review proposed alteration to City-designated historic resources and improvements within historic districts utilizing the Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings and the State Historic Building Code.
- b. A cultural resources survey shall be required for development sites where cultural resource conditions are not known (as required by the Planning and Building Department). Resources within a project site that cannot be avoided should be evaluated. Additional research and test excavations, where appropriate, should be undertaken to determine whether the resource(s) meets CEQA and/or NRHP significance criteria. Impacts to significant resources that cannot be avoided will be mitigated in consultation with the lead agency for the project. Possible mitigation measures include:
 - a data recovery program consisting of archaeological excavation to retrieve the important data from archaeological sites;
 - development and implementation of public interpretation plans for both prehistoric and historic sites;
 - preservation, rehabilitation, restoration, or reconstruction of historic structures according to Secretary of Interior Standards for Treatment of Historic Properties;
 - construction of new structures in a manner consistent with the historic character of the region; and
 - treatment of historic landscapes according to the Secretary of Interior Standards for Treatment of Historic Landscapes.

Actions

- c. Establish standards, rules and regulations governing the protection, preservation, restoration, remodeling, reconstruction, redevelopment or demolition of historic resources and improvements within historic districts and the development or alteration of archeological resources, with the purpose of cultivating an environment that reflects Davis' roots.
- d. Research and adopt design and sign guidelines for future in-fill construction and remodeling within designated historic districts.

Policy HIS 1.3 Assist and encourage property owners and tenants to maintain the integrity and character of historic resources, and to restore and reuse historic resources in a manner compatible with their historic character.

Actions

- a. Continue to serve as a leader in historic preservation by preserving, restoring and reusing City-owned historic resources where feasible.
- b. Investigate and ascertain sources of public and private funding available for the preservation of historic resources.
- c. Prepare a "how to" guide for restoring historic and architecturally significant structures and make it available to the public.
- d. Provide design assistance, through staff or volunteers, to property owners, tenants and builders who work with historic resources.
- e. Develop incentives for property owners to restore historic buildings, such as reduced permit fees.
- f. Create a facade improvement program that encourages preservation of historic facades and exteriors.
- g. Create a property owner recognition program to reward citizens who have demonstrated excellence in maintaining and/or rehabilitating a historic resource.
- h. Create a program to encourage the reuse of salvaged architectural materials.
- i. Develop means of informing property owners with designated resources and trees with special designations.

Policy HIS 1.4 Preserve historic features of the core area and historic districts.

Standards

- a. The City shall establish procedures for demolitions and standards and/or guidelines for remodeling and reconstruction in Davis' older neighborhoods within and around the core area, generally bounded by First Street, Seventh Street, A Street and L Street (precise boundaries subject to further study). The objective would be to maintain the historic character of these neighborhoods.

GOAL HIS 2. Promote public awareness of the prehistoric and historic past of the Davis area.

Policy HIS 2.1 Add to the knowledge and understanding of Davis' past.

Actions

- a. Continue to establish, support and fund projects that will add to the knowledge of Davis' past. Activities may include oral histories, historic research and writing, additions to the Hattie Weber Museum collection, and school projects.
- b. Continue to publish and distribute educational and interpretive information about the City's historic resources, preservation activities and architecture that exemplify our history as a railroad town, an agricultural center and a college town.
- c. Establish procedures and guidelines for the interpretation of historic resources (such as placement of plaques) in parks, landscapes, habitat areas, transportation corridors, historic districts and historic city buildings.
- d. Cooperate with civic organizations in the placement of appropriate monuments or plaques to publicize or memorialize historic sites.
- e. Encourage, participate in and promote activities and events designed to educate the community about Davis' past and its historic sites, structures and events.
- f. Work with the University and other partners to develop a regional history center showcasing archaeological, prehistoric and historic resources of the Sacramento Valley.

Chapter 17. Energy

BACKGROUND

Personal energy consumption is generally categorized into the categories of:

- transportation, which accounts for approximately 50 percent;
- space heating and cooling, which accounts for approximately 25 percent; and
- appliances and hot water heating, which accounts for approximately 25 percent.

Energy conservation efforts in Davis have involved various sectors of the community, including the City government, UC Davis, utility companies, architects, engineers, builders, and consumers. Energy conservation strategies have included the following:

- Subdivisions are planned to maximize natural heating and cooling opportunities, primarily through the climate orientation of lots and building "envelopes." State and City building codes require new buildings to meet minimum standards for energy conservation.
- The design review of multi-family residential and commercial projects includes the review of landscapes for water conservation and plantings which promote energy conservation and comfort. The shading of parking lots by trees is intended to reduce re-radiation of heat from pavement.
- The use and re-use of existing buildings is encouraged to conserve buildings materials and increase community identity.
- Bicycle facilities have been constructed to provide an alternative to automobile use. Public transit is provided by YoloBus and Unitrans, with subsidies from the City.
- Dispersed, smaller neighborhood shopping centers are encouraged to reduce the length of frequent trips.

- Reduced lot sizes, yielding higher population densities, have been encouraged to allow for more efficient use of existing public facilities, police and fire protection services, water and sewage services, and public transit.
- The City and PG&E are experimenting with propane, methanol, compressed natural gas and electric powered cars.

GOALS, POLICIES AND ACTIONS

There are many goals, policies and actions in other chapters of this General Plan that will help to conserve energy. Some of the most significant are included in Chapter 2, Mobility and Chapter 8, Computers and Technology.

GOAL ENERGY 1. Reduce per capita energy consumption in Davis.

Policy ENERGY 1.1 Develop programs to increase energy conservation on the household and business level.

Actions

- a. Complete a study of existing literature and of Davis-specific estimates to determine what percentage of the community's income goes to pay for energy bills.
- b. Develop and utilize a method to measure per capita energy use in Davis.
- c. Develop and distribute educational materials to Davis residents, including energy usage audits and analyses and information about the direct financial benefits and community benefits of reducing energy use.
- d. Pursue the creation of a community energy management corporation, whose purpose shall be to reduce energy use in the city .
- e. Study and implement options for providing incentives for property owners to upgrade their homes and businesses for improved energy conservation.

- f. Provide incentives for retrofitting existing homes and businesses for improved energy efficiency. An example of a retrofit feature would be a passive solar device.

Policy ENERGY 1.2 Develop a comprehensive program to reduce City government energy consumption.

Standards

- a. The City shall incorporate calculations of energy expenses into its purchasing decisions.

Actions

- b. Provide departments with information on their energy use to create awareness. Provide incentives (awards, money or other) to departments that meet efficiency objectives.
- c. Continue to provide education and information to City employees on energy saving opportunities.
- d. Continue to perform audits of City facilities for energy use and retrofit efficiency measures.
- e. Continue the city's vehicle fleet program to improve city vehicle energy efficiency, reduce emissions, and reduce costs. Program components should include purchase of fuel-efficient and alternative-fuel vehicles, and preventative maintenance.

Policy ENERGY 1.3 Promote the development and use of advanced energy technology and building materials in Davis.

Actions

- a. Use subsidies, expedited permit processing, density bonuses or other incentives to support implementation of photovoltaic and other renewable energy technologies to provide a portion of the City's energy needs.
- b. Promote energy-load management programs for both the residential and commercial sectors through an education and outreach program.

Policy ENERGY 1.4 Continue to enforce landscaping requirements that facilitate efficient energy use or conservation.

Standards

- a. City projects should be designed with accompanying trees and other vegetation to minimize pavement, provide shade and reduce energy use.
- b. Energy efficient landscaping and preservation of existing shade trees is encouraged on all building sites.

Actions

- c. Provide information and education to residents on how, what type, and where to plant trees to reduce energy demand.

Policy ENERGY 1.5 Encourage the development of energy-efficient subdivisions and buildings.

Standards

- a. Natural factors such as cooling breezes, solar access, wind protection, and shade shall be considered in site and building design.

See the separate General Plan policy interpretation document titled "Energy Efficient Subdivision Design".

- b. Site planning should maximize the effects of cooling southwest winds to the extent possible.

See the separate General Plan policy interpretation document titled "Energy Efficient Subdivision Design".

- c. At least 80 percent of all residential lots in any proposed new development should be oriented so that buildings have their long axes within 22.5 degrees of east/west. Allow a developer not providing the required percentage to demonstrate that other site design, building design or construction measures would provide similar opportunities for conserving energy.

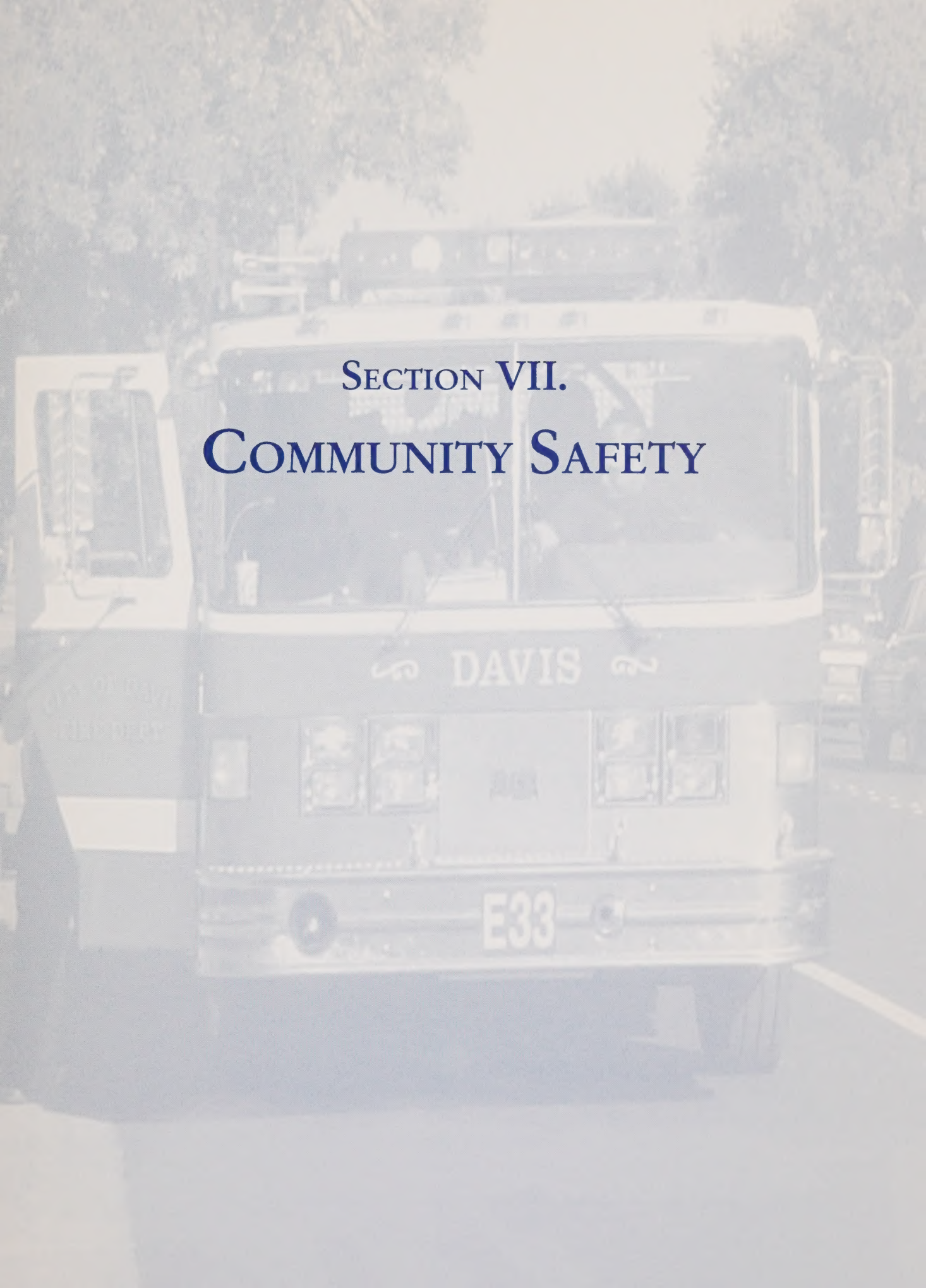
See the separate General Plan policy interpretation document titled "Energy Efficient Subdivision Design".

Actions

- d. Develop and implement energy-efficient design requirements that go beyond the State building standards for energy efficiency.
- e. Develop design guidelines for climate-oriented site planning, building design and landscape design to promote energy efficiency.
- f. Establish a technical assistance program to help developers in complying with the energy code and implementing energy efficient technologies.
- g. Offer incentives to developers for projects that result in energy savings of at least 20 percent when compared to the energy consumption that would occur under similar projects built to meet the minimum standards of the energy code.
- h. Provide recognition for projects that maximize energy efficiency in the form of awards and presentations at council meetings.
- i. Develop an ordinance containing requirements and incentives for innovative, environmentally-friendly (also known as “green” or “sustainable”) development and building projects. Examples of projects that may qualify for such incentives may include:
 - Those incorporating innovative, technologically-advanced energy efficient design concepts significantly exceeding Title 24 standards.
 - Those utilizing “green” building materials and permaculture landscape concepts.
 - Those containing specific, implementable and sustainable measures for reduced dependence on automobile parking demand.

Possible development incentives to be considered in this ordinance could include density bonuses, setback variations, modified street standards, reduced parking standards, or similar modifications to standard requirements.

See “Green development and building” in the glossary.



SECTION VII.

COMMUNITY SAFETY

E33

Chapter 18. Police and Fire

BACKGROUND

Police Services

The City Police Department currently operates out of a single station in the core area. The number of sworn police officers is 53 and the number of full-time employees is 81. Sworn officers perform law enforcement tasks as well as administration and supervision, and civilian personnel are involved in administration, support services, supervision, dispatch, parking enforcement, and community service duties. UC Davis also contains on-campus police department that maintains a mutual aid agreement with the City for major incidents, although direct officer-to-officer communication is severely limited due to non-compatible radio systems.

Table 17 provides statistics on typical police activities. The most frequent types of calls for police services are related to property crimes (theft and burglary), domestic violence, and noise complaints. However, the per capita level of crime against people has been slowly rising over the last twenty years.

Table 17
CALLS FOR POLICE SERVICE

Type of Call	1991	1995	Change
Part 1 Offenses (homicide, rape, assault, burglary, etc.)	3,624	3,243	-10.5%
911 Calls	6,836	7,505	9.8%
Driving Under Influence	220	153	-30.5%
Noise Complaints	3,602	2,981	-17.2%
Parking Citations	16,699	15,552	-6.9%
Moving Violations	6,955	5,984	-14.0%

The demand for police services and the need for police staff is expected to grow in direct proportion to the growth of population and businesses. To meet increased demands, the Police Department expects that the automation of records and administration will continue to increase and that there may be increased reliance on non-sworn personnel for actions traditionally performed by sworn staff, such as some investigations.

Fire Protection Services

The Fire Department provides emergency and non-emergency services. The non-emergency services are provided to attempt to prevent an emergency response. Non-emergency services include plan checking, construction inspection services, fire and life safety inspections, fire code investigations, public education and weed abatement. Emergency services include fire response, emergency medical response, hazardous materials response and public assistance.

Emergency services are dictated by people and property. Demand for service can be a function of population, although this consideration does not take into account non-resident employees or visitors to a jurisdiction. Demand for service may also be correlated to residential and non-residential building. Table 18 summarizes the increase in calls for fire service over the last 10 years.

Table 18
CALLS FOR FIRE SERVICE

	Population	% Increase	Emergencies	% Increase	Min. Staffing	% Increase
1985	40,524		1,611		10	
1995	51,507	27%	2,176	35%	10 ¹	0%
1999	56,018	9%	2,717	25%	12 ²	20%

- (1) In 1994, one firefighter per shift was hired to reduce overtime costs with Proposition 172 monies. Minimum staffing has remained at 10 per day.
- (2) In 1999, OSHA's 2-in 2-out regulation was implemented; two firefighters per shift hired.

The City Fire Department currently operates three fire stations, located in the downtown (core) area, south Davis and west Davis. The Fire Department attempts to operate within a standard of a five-minute response time, 90% of the time. Response time includes alarm processing, turnout time and travel time.

Based on response time maps prepared for a station location study completed by the Fire Department in April 1999, some existing parts of the City lie outside the five-minute response time area, including parts of West Davis that are closest to Highway 113, large parts of Central Davis that lie west of Anderson Road and north of Eighth Street, most of North Davis bounded by Covell Blvd., Highway 113, and F Street, most of East Davis north of Fifth

Street and east of Pole Line Road, and the western portion of South Davis. A developed area in which response time is most deficient is the Wildhorse development, in which the response time maps indicate that response time would be over seven minutes.

To improve the Fire Department's five minute response time coverage, the City Council has directed the Fire Department to pursue planning for a fourth fire station.

GOALS, POLICIES AND ACTIONS

SERVICE CAPACITY AND RESPONSE TIMES

GOAL POLFIRE 1. Provide high quality police and fire protection services to all areas of the City.

Policy POLFIRE 1.1 Recruit and maintain a staff of high-quality police officers and firefighters.

Actions

- a. Set police and fire salaries to allow recruitment and maintenance of excellent staff.
- b. Ensure that police officers receive ongoing training in all areas of operations, including access to facilities for physical and simulated training, including but not limited to a live firing range.

Policy POLFIRE 1.2 Develop and maintain the capacity to reach all areas of the City with emergency police and fire service within a five-minute emergency response time, 90% of the time. Response time includes alarm processing, turnout time and travel time.

Actions

- a. Increase police and fire protection personnel commensurate with population growth.
- b. Continue planning for fire, medical and other emergency services for areas of the City outside of the five minutes response time.

- c. Develop a standard for numbers of sworn police officers per population or developed land use.
- d. Develop a standard for number of firefighters and associated staff per population or developed land use.
- e. Consider ways to improve ambulance service within the City.

POLICE

GOAL POLFIRE 2. Provide for an emotionally and physically safe environment where the people of Davis are able to live without fear of violence or other forms of abuse.

Policy POLFIRE 2.1 Reduce crime through community policing, public education, crime prevention, neighborhood watch and outreach programs.

Actions

- a. Maintain a police presence in the downtown area through foot or bike patrols or a station annex if a new police station is constructed.
- b. Continue to work with the School District to familiarize students and parents with law enforcement officials and roles, along with conflict resolution programs and services and other local programs providing crisis intervention services.
- c. Maintain safety education programs at the Senior Center.
- d. Continue and expand the program of police outreach to the public through participation at fairs and community events and distribution of crime prevention information through City publications, news media, and community-based organizations.
- e. Promote and support neighborhood watch and safety programs.

FIRE PROTECTION

GOAL POLFIRE 3. Increase fire safety through provision of adequate fire protection infrastructure, public education and outreach programs.

Policy POLFIRE 3.1 Provide adequate infrastructure to fight fires in Davis.

Actions

- a. Conduct an assessment of fire station, facility and equipment needs to ascertain how the fire department should grow to adequately serve Davis.
- b. Monitor water fire flow throughout the City and set a high priority on improving fire flow in those areas where adequate flow is not available.
- c. Improve fire flow in areas where adequate fire flow is not available.
- d. Continue to coordinate fire protection services with UCD, including continuing provisions for interconnection of water systems for emergency use.
- e. Provide sufficient water system capacity through wells, mains and water storage facilities to provide for a fire flow of 2,500 gallons per minute for four (4) hours at 20 lbs. residual pressure, assuming operation at 80 percent of available well capacity.
- f. Continue to implement a residential resale program which keeps the housing stock in higher quality condition.

Policy POLFIRE 3.2 Ensure that all new development includes adequate provision for fire safety.

Standards

- a. All new development shall comply with the fire safety requirements of the California Fire Code and California Building Code as adopted by the city of Davis.

- b. All new development shall provide water mains and hydrants to create adequate fire service.
- c. All new development shall provide adequate roadway access to create adequate fire service. Roadway surfaces shall support fire apparatus in all weather conditions.

Actions

- d. Adopt and enforce new editions of the Uniform Fire Code and Uniform Building Codes as they are published.
- e. Consider a requirement for fire sprinklers in any Group R-1 (hotels and apartments) building over 5,000 square feet.
- f. Consider Fire Department recommendations for adoption of other regulations governing conditions that will lessen hazards to life and property from fire and explosion.

Policy POLFIRE 3.3 Make fire protection services visible and accessible to Davis residents.

Actions

- a. Continue to support the Fire Department Public Education Program and its fire prevention programs.
- b. Publicize the Fire Department Education Program.

Chapter 19. Hazards

BACKGROUND

Flooding

The Planning Area is drained by Putah Creek, Dry Slough, and the Willow Slough Bypass. The old North Fork of Putah Creek east of Interstate 80 no longer contains flowing water because it has been diverted into the South Fork for flood control. The South Fork of Putah Creek runs through the UC Davis campus eastward and terminates in the Putah Creek Sinks, located in the Yolo Bypass at the eastern edge of the Planning Area. Groundwater is naturally recharged in this area.

The California Department of Water Resources maintains the Willow Slough Bypass, which directs water away from Willow Slough and Dry Slough, in the eastern section of the Planning Area, and carries water eastward to the Yolo Bypass at the eastern boundary of the Planning Area. Willow Slough drains the valley floor between Putah and Cache Creeks. Agricultural runoff contributes water to the slough during irrigation season. Dry Slough, which forks with Willow Slough in Plainfield, has an intermittent flow. The Yolo Bypass, which runs north-south, is flooded when the Sacramento River carries high stormwater runoff levels. Water is released into the Bypass from the Fremont Weir located downstream from Knight's Landing.

Figure 35 shows areas known to be subject to flooding in the Planning Area. This map represents a combination of information from the adopted 1987 National Flood Insurance Map from FEMA, a 1997 draft update of FEMA data for the west side of Davis and a 1992 update of information from the "Covell Drainage System Comprehensive Drainage Plan" prepared by Borcalli Associates for the Yolo County Flood Control and Water Conservation District. This study addressed the problems of drainage and flooding in the Covell Drain system, which includes Willow Slough, Dry Slough, the Covell Drain, the Willow Slough Bypass and the Yolo Bypass.

Flood hazards shown in Figure 35 generally consist of shallow sheet flooding caused by surface water runoff during large rain storms. Flooding could be caused by creeks and other waterways overflowing their banks along Putah Creek, Willow Slough, Dry Slough, and the edge of the Yolo Bypass.

Davis is also in the path of flooding that would occur in the event of the failure of Monticello Dam on Putah Creek (Lake Berryessa). An inundation map prepared by the Bureau of Reclamation to analyze the effects of dam failure shows that the flooding in Davis would not be significantly greater than in a 100-year flood. This is because of the 23-mile distance between the dam and Davis.

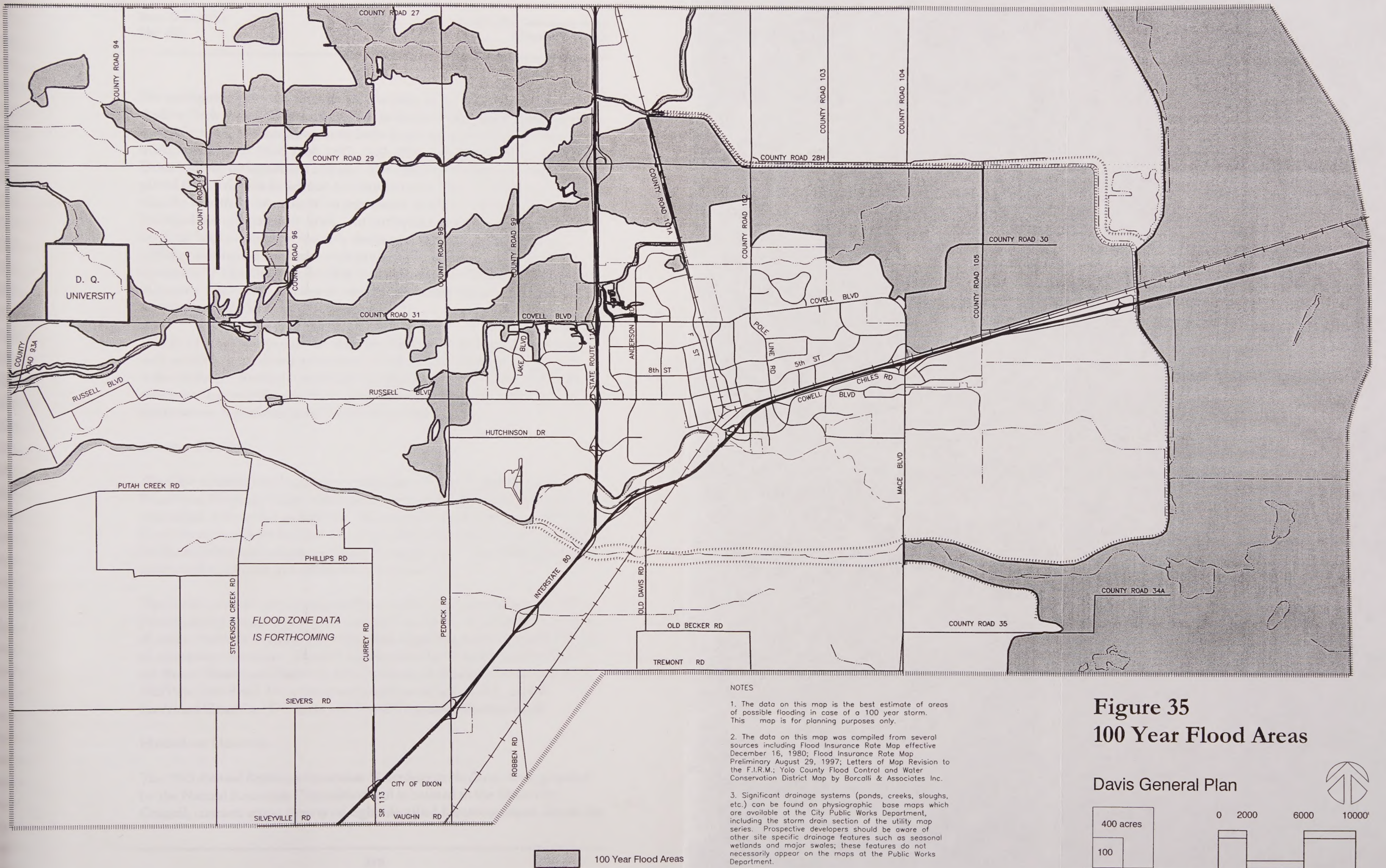
The city's Public Works Department currently maintains (or contracts for the maintenance of) three main channels and three detention ponds which provide for drainage and storm water detention. A fourth pond, the North Stonegate Detention Pond, is operated by a local maintenance association. Maintenance of the channels includes removal of silt, control of weeds, and removal of brush. The Public Works Department also operates drainage pump stations.

Flood control services outside of the City are provided by the Yolo County Flood Control and Water Conservation District and the State Department of Water Resources. The Department of Water Resources has primary responsibility of maintaining the levees in the Planning Area.

Geology and Soils

Davis is located in the eastern portion of the Putah Creek Plain, one of the major features of the southwestern Sacramento River valley. The land slopes at generally less than one percent, and elevations range from 60 feet above sea level in the west parts of the city to 25 feet in the east parts of the city. The foothills of the Coast Range are approximately fourteen miles to the west, and the Sacramento River is approximately eleven miles to the east.

Beneath the Sacramento Valley floor is a layer of metamorphic and igneous rock at depths greater than 17,000 feet. Atop this layer is a layer of marine and sedimentary rocks up to 15,000 feet thick. Neither of these layers bear water. The surface layers consist of up to 3,000 feet of water-bearing alluvial sediments, most of which are semi-consolidated, while only the uppermost layer, up to 200 feet deep, consists of unconsolidated alluvial deposits.



No earthquake faults run through the Planning Area, although the San Andreas fault system is to the west and the Eastern Sierra fault system is to the east. Numerous quakes along these faults have been felt in Davis. Major quakes occurred in 1833, 1868, 1892, 1902, 1906, and most recently in 1989, but Davis suffered no significant damage. The Office of Planning and Research has placed the Davis area in Seismic Activity Intensity Zone II, which indicates that the maximum intensity of an earthquake would be VII or VIII on the Modified Mercalli Intensity Scale. An earthquake of such magnitude would result in “slight damage in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures.” The Uniform Building Code places all of California in the zone of greatest earthquake severity because recent studies indicate high potential for severe ground shaking.

Due to a high proportion of silt and clay, the soils in the Planning Area are only moderately or slowly permeable, which hinders drainage and ground water recharge. Erosion hazards are “none to slight.” Shrink-swell potential, which is the potential for soil to expand and contract due to moisture and temperature, is predominantly “moderate to high.”

Disaster Planning

The City of Davis Fire Department maintains the City’s Multi-Hazard Functional Planning Guide, which plans for emergency management and evacuation in the event of disasters. According to the departments, the most likely disaster scenario for Davis is a toxic spill on Interstate 80 or the Southern Pacific mainline railroad tracks passing through town. Other disasters could occur, such as a flood, an earthquake or a major fire.

The Guide includes operating procedures in the event of a disaster, as well as descriptions of emergency evacuation routes in Davis. According to the guide, all major roads are available for evacuation, depending on the location and type of emergency that arises. Major roads identified for evacuation in the Guide are Russell Boulevard, Highway 113, Interstate 80, Richards Boulevard, Road 102/Pole Line Road, Mace Boulevard southbound, Road 32A, Covell Boulevard/Road 31, “F” Street and North Sycamore Frontage Road.

Hazardous Materials

The 1995 *Annual Report on Hazardous Waste Sites in the Davis Area*, prepared by the Natural Resources Commission and submitted to the Davis City Council, contains status reports on eight identified hazardous waste sites in the

city. Of the eight sites, four are underground tank sites at former gas stations and one is an underground tank site at an operational gas station. The remaining three sites are located on government or former industrial lands. The contaminants at these sites include gasoline constituents, solvents, pesticides, herbicides and other chemical compounds which have the potential to affect both soil and water. The condition and level of remediation at these sites varies greatly from approval of work plans to remediation being nearly complete. Regulatory agencies which monitor sites in the City include the toxic substances control departments of both the State of California and the U.S. Environmental Protection Agency, the Regional Water Quality Control Board, and the Yolo County Department of Environmental Health.

The City is committed to continued monitoring of water contamination in the vicinity of the abandoned Davis Land fill site located on the west side of Pole Line Road north of the City.

The City's Fire Department, with the assistance of the Public Works Department, responds to all types of spills or illegal disposal. The Yolo County Department of Environmental Health and Safety is responsible for enforcing compliance with the disclosure requirements for all businesses handling hazardous materials in amounts equal to or greater than the State threshold quantities. The Yolo County Public Works Department, in conjunction with the City's Public Works Department, are responsible for the Davis Household Hazardous Drop Off and the Small Quantity Generator programs.

The City has developed an Integrated Pest Management program, in which an insect or weed pest are managed in an ecosystem context. As an alternative to the conventional use of pesticides and herbicides, the city implements the program at city facilities, including parks and greenbelts. In addition, the city has recently created an Integrated Pest Management Task Force to further analyze these issues and programs.

Electromagnetic Fields

Over the past decade, public health concerns have been raised regarding electromagnetic fields (EMFs) emanating from high tension power lines and other public electrical facilities. There has been a great deal of research about EMFs over the past several years, but there have been no definitive conclusions from this research.

EMFs are imperceptible energy emissions located at the low end of the electromagnetic spectrum, produced by alternating current as it surges in electric wires. As the term “electromagnetic” suggests, EMFs have two components, an electric charge and a magnetic attraction. Low-frequency EMFs are less blatantly damaging to living cells than higher-frequency forms of radiation such as x-rays, microwaves, or ultraviolet rays, which contain more energy.

It is very difficult to determine what subtle effects, if any, low-frequency fields may have on living tissue over long periods. Some researchers believe that exposure to EMFs could have health consequences for humans, while others disagree.

GOALS, POLICIES AND ACTIONS

FLOOD SAFETY

GOAL HAZ 1. Provide flood protection which minimizes potential damage, while enhancing recreational opportunities and wildlife habitats and water quality.

Policy HAZ 1.1 Site and design developments to prevent flood damage.

Standards

- a. No development may occur in flood-prone areas, including all areas below an elevation of 25 feet, unless mitigation of flood risk is assured. Any mitigation proposed by the project proponent to mitigate flood risks shall demonstrate that the mitigation/design does not adversely impact other properties.
- b. Development shall not increase flood hazards or reduce the effectiveness of existing flood-control facilities.
- c. New development shall be designed to include measures to protect structures from a 100-year flood.

- d. New development shall include stormwater detention or retention ponds and other facilities, if necessary, to prevent flooding by surface-water runoff.

Actions

- e. Adopt and revise as needed a local Flood Plain Management Ordinance.
- f. Work with FEMA to update FEMA flood maps of the city.
- g. Update the flood zone map whenever land is annexed to the city.
- h. Evaluate the effects of development proposals on upstream and downstream flooding and drainage courses.
- i. Develop a City Disaster Plan that considers actions in the case of failure of Monticello Dam on Lake Berryessa, or failure of levees along the Yolo Bypass.
- j. Promote the protection and increase in capacity of the regional flood control system to accommodate both existing and planned development.

Policy HAZ 1.2 Continue to provide flood control improvements that are sensitive to wildlife habitat and open space preservation .

Action

- a. When designing new or retrofitted flood control facilities, include wildlife and/or public open space facilities in them to the extent possible.

GEOTECHNICAL SAFETY

GOAL HAZ 2. Minimize risks associated with soils, geology and seismicity in Davis.

Policy HAZ 2.1 Take necessary precautions to minimize risks associated with soils, geology and seismicity.

Standards

- a. A soils report shall be required for development sites where soils conditions are not well known, as required by the Planning and Building or Public Works departments.
- b. As a condition of approval of development, mitigation of any identified soils hazards shall be required.

Actions

- c. Continue to update and enforce Building Code requirements for seismic and geologic safety and to address ground shaking and ground failure.
- d. Continue to monitor studies of seismic activity in the region, and take appropriate action if significant seismic hazards, including earthquake faults, are discovered in the planning area.

DISASTER PLANNING

GOAL HAZ 3. Provide for the safety and protection of citizens from natural and environmental hazards.

Policy HAZ 3.1 Provide for disaster planning.

Actions

- a. Continue to maintain and update the City's Multi-Hazard Functional Planning Guide.
- b. Publicize the Multi-Hazard Functional Planning Guide.

- c. Train appropriate city staff in the use of the Multi-Hazard Functional Planning Guide and in emergency response responsibilities.

TOXICS

GOAL HAZ 4. Reduce the use, storage and disposal of toxic and hazardous substances in Davis, and promote alternatives to such substances and their clean up.

Policy HAZ 4.1 Reduce and manage toxics within the planning area.

Actions

- a. Before construction starts, a project proponent will submit a hazardous materials management plan for construction activities that involve hazardous materials. The plan shall discuss proper handling and disposal of materials used or produced onsite, such as petroleum products, concrete, and sanitary waste, shall be established prior to the commencement of construction-related activities, and shall be strictly enforced by the project proponent. A specific protocol to identify health risks associated with the presence of chemical compounds in the soil and/or groundwater and identify specific protective measures to be followed by the workers entering the work area. The City of Davis will make available up-to-date information on known hazardous waste sites if the presence of hazardous materials is suspected or encountered during construction-related activities, the project proponent shall complete a Phase I or Phase II hazardous materials study for each identified site.
- b. Continue to study and implement programs through the city's Natural Resource Commission to minimize hazardous material use and exposure.
- c. Continue to cooperate with Yolo County agencies in implementing State laws relating to the use of hazardous materials, including the review of "business plans" for businesses using hazardous materials.
- d. Create and enforce zoning regulations regarding siting and permitting of businesses that handle hazardous materials.

- e. Periodically review the Zoning Ordinance and revise it as needed to ensure high environmental quality.
- f. Develop an enforcement program to maintain a high level of compliance with hazardous materials regulations.
- g. Provide persons and small businesses within the planning area with environmental information or audits to help them conserve resources, energy, reduce toxics and waste, and provide general education on how to run an environmentally friendly business or household.
- h. Educate owners of business with operations potentially polluting groundwater as to appropriate management practices.
- i. In cooperation with local agricultural interests and the agricultural commissioners from the counties of Solano and Yolo, work toward voluntary reduction or elimination of aerial and synthetic chemical application in areas adjacent to the city.

Policy HAZ 4.2 Provide for the proper disposal of hazardous materials in Davis.

Actions

- a. Continue the program to educate residents on the negative impacts of dumping hazardous materials in driveways, streets, and drains.
- b. Continue programs aimed at ensuring that household hazardous wastes and small generator commercial wastes are not disposed of in the general waste stream.
- c. Continue and expand the household hazardous waste collection and recycling program and the small quantity generator program.
- d. Work with the County to establish a permanent household hazardous waste collection facility.
- e. Develop and adopt a pressure treated timber disposal ordinance.
- f. Maintain used oil drop-off sites.

Policy HAZ 4.3 Reduce the potential for pesticide exposure for people, wildlife and the environment.

Actions

- a. Develop and adopt an Integrated Pest Management Ordinance . The ordinance should consider the impacts that City pesticide applications may have on wildlife.
- b. Develop a program to encourage alternatives to the use of pesticides and herbicides and practice integrated pest management strategies.
- c. Reduce the potential for pesticide spray drift to impact Davis residents.

Policy HAZ 4.4 Increase awareness of agricultural chemical use impacting Davis residents.

Actions

- a. Develop a program to inform Davis home buyers, homeowners and renters of all City or county right to farm ordinances and their property's proximity to agricultural lands or other lands that are subject to pesticide or other chemical applications.

Policy HAZ 4.5 Minimize impacts of hazardous materials on wildlife inhabiting or visiting the Davis area.

Actions

- a. Monitor sediments and water quality in areas used by wildlife for pesticides, heavy metals and other contaminants, and establish base line data.

Note: See Standard HAB 1.2b.

Policy HAZ 4.6 Increase awareness of asbestos in the community.

Actions

- a. Notify City water customers yearly of City water quality test results regarding asbestos content. Notification shall also include notice to water customers whose water is delivered through pipes made of asbestos containing materials.
- b. The city's building inspection division should maintain a list of some of the typical materials containing asbestos and of businesses that are licensed to do asbestos testing.

Policy HAZ 4.7 Ensure that remediation of hazardous waste sites is conducted in the most timely and environmentally responsible manner possible.

Actions

- a. Maintain an enforcement program to ensure that all releases of hazardous materials are promptly and appropriately cleaned up to the level required by law.
- b. Proactively work with site owners and state and federal agencies to expediently clean up hazardous materials sites.
- c. In hazardous material remediation projects, injection wells shall only be permitted for aiding in cleanup of State or Federally recognized contaminated sites, and for no other disposal purpose.

COMBINED POLLUTANTS

GOAL HAZ 5. Reduce the combined load of pollutants generated in the City by 30 percent by the year 2010.

Policy HAZ 5.1 Reduce the combined load of pollutants generated in the City's wastewater, stormwater and solid waste streams. Such pollutants include, but are not limited to toxic and hazardous substances.

Actions

- a. Maintain and enhance existing programs, and develop new programs,, to reduce the City's combined load of pollutants.

ELECTROMAGNETIC FIELDS

GOAL HAZ 6. Monitor research regarding the health effects of electromagnetic fields, maintain a public information program on the current state of knowledge about EMF, and make this information available to all citizens.

Policy HAZ 6.1 When there are issues of public concern regarding EMF, encourage efforts to minimize exposure to EMF when this can be accomplished with reasonable planning and investment.

Actions

- a. Consider establishing EMF exposure standards if they are suggested in the future by appropriate state and federal agencies.
- b. Continue to monitor research and policy developments concerning EMF.

Chapter 20. Air Quality

BACKGROUND

Air quality in Davis is dependent on regional air quality and local pollutant sources.

- Regional air quality is a function of basin topography and wind patterns. Davis is in the Sacramento Air Basin. The Yolo-Solano Air Quality Management District (AQMD) manages a portion of this basin, including Davis. Under the provisions of the Federal Clean Air Act, the Yolo-Solano District is in non-attainment for ozone for the Federal standard. The District is in non-attainment for both ozone and PM₁₀ for the State standards.
- Local pollutant sources include both stationary sources, such as factories, and mobile sources, which are automobiles. Mobile sources are the major contributors of local and regional emissions. In Yolo County, motor vehicles account for approximately 31 percent of PM₁₀ (ten micron particulate matter) emissions, including road dust generated by motor vehicles on paved and unpaved roads. Motor vehicles also account for approximately 64 percent of carbon monoxide emissions.
- Ozone, often called “smog,” is created when certain pollutants (primarily reactive hydrocarbons and oxides of nitrogen) emitted by vehicles and other sources react to sunlight in a photochemical process. In northern California, smog can be trapped in a particular area as the result of temperature inversions, in which cool air settles above warm air, combined with coastal day winds and proximity to local mountains which trap the pollutants.

The California Air Resources Board (CARB) monitors ozone, carbon monoxide, and nitrogen dioxide levels near Davis. The AQMD monitors ozone, particulate matter smaller than 20 microns in diameter (PM₁₀) and fine particulate matter (PM_{2.5}) in Woodland. Also, the AQMD monitors PM₁₀ in West Sacramento.

Auto emissions are expected to increase in California through 2010. Emissions will not increase in direct proportion to the increase in vehicle miles traveled, since vehicles are expected to run cleaner as technology improves. Still, the City's greatest opportunities for reducing air pollution are reducing automobile trips (through voluntary trip reduction programs); reducing trip lengths (through land use planning); reducing vehicular emissions (through transit and alternative modes); and improving traffic flow (through roadway improvements).

Under the California Clean Air Act of 1988, the AQMD adopted an Air Quality Attainment Plan (AQAP) in 1992 to bring the District into compliance with the State ambient air quality standards for all pollutants that violate certain standards.

In November 1994, the Yolo-Solano AQMD Board of Directors adopted the District's portion of the Sacramento Area Regional Ozone Attainment Plan along with the four other air districts in the region. The plan is designed to bring the Sacramento area, including Davis, into attainment of the federal ozone standards by 2005. This plan has essentially replaced the District's 1992 Air Quality Attainment plan and is a portion of California's State Implementation Plan (SIP) which contains federal, state, and district stationary and mobile source measures. The SIP was submitted to the U.S. Environmental Protection Agency (EPA) in November 1994, and approved by the EPA in September of 1996. The SIP was adopted to replace the Federal Implementation Plan, which was rescinded by the EPA in April 1996.

EPA proposed revisions to the federal air quality standards for ozone and particulate matter in December 1996. The current federal standard for ozone is 0.12 ppm averaged over one hour. The proposed new ozone standard is 0.08 ppm averaged over 8 hours. New standards for "fine particulate matter," or PM_{2.5}, have also been proposed in conjunction with the new PM₁₀ standards.

The new standards are being proposed because EPA and its Clean Air Scientific Advisory Committee have concluded that the current federal air quality standards do not provide adequate protection against acute health effects with the required margin of safety. EPA is expected to establish criteria for designations and air quality standards attainment dates in 1998 and to establish planning and control requirements in 1999.

There are many programs in place in California and the Sacramento region that will continue to reduce ozone and particulate matter emissions, such as those measures contained in the 1994 Sacramento Area Regional Ozone Attainment Plan and current state required PM₁₀ control strategies. The 1994

Sacramento Area Regional Ozone Attainment Plan will continue to provide emission reductions on a regional basis as long term strategies are implemented. The key issue for California and the Sacramento region will be the timing for current federal air quality standard attainment progress and attainment deadlines for new standards, especially the proposed new PM_{2.5} standards. The proposed new ozone standards will primarily involve addressing transport impacts on areas “downwind” of urban centers.

GOALS, POLICIES AND ACTIONS

GOAL AIR 1. Maintain and strive to improve air quality.

Policy AIR 1.1 Take appropriate measures to meet the AQMD's goal for improved air quality.

Actions

- a. Continue to participate in regional planning activities to meet air quality goals.
- b. Identify potential emission sources of airborne toxics from mobile and stationary sources within a two year period following adoption of the General Plan. This may be in coordination with the California Air Resource Board and the Yolo-Solano AQMD, as appropriate. The results of the identification process shall be made public within one month of identification.
- c. Enforce rigid high standards to restrict fumes, smoke, dust, or other environmental pollutants from stationary sources of pollution.
- d. Work with UC Davis, the Air Resources Board, Yolo-Solano AQMD and the Davis Joint Unified School District (DJUSD) to develop educational materials regarding air quality, impact of air quality on people, plants and animals, and what youth can do to improve air quality. The air quality materials shall include specific fugitive dust-control, ROG, and NO_x measures that are required by the YSAQMD to reduce both construction and operations-related emissions of these pollutants. Include such materials in the DJUSD curriculum. Examples of educational materials include guidelines for burning practices which would promote clean air and information on

wood stoves which comply with standards of the Environmental Protection Agency.

- e. Implement transit- and pedestrian-oriented land use and design strategies outlined in the Land Use, Design and Mobility chapters of this General Plan.
- f. Explore options, such as the distribution of educational material, with the Yolo-Solano Air Quality Management District to encourage Davis residents and business to use alternatives to gas powered garden tools to reduce air and noise pollution and reduce costs.

GOAL AIR 2. Keep Davis citizens informed about progress in achieving air quality goals.

Policy AIR 2.1 Develop a program to monitor and publicize air quality parameters.

Actions

- a. Coordinate with the Yolo-Solano Air Quality Management District to track local air quality status on a regular basis.
- b. Coordinate with the Yolo-Solano Air Quality Management District to track potential sources of airborne toxics from identified mobile and stationary sources.
- c. Publicize criteria , air pollutant levels and other monitoring results (both high and low) in the *Davis Enterprise* or through other media.

Chapter 21. Noise

BACKGROUND

The major noise sources in the Planning Area are: roadway noise from traffic on Interstate 80, Highway 113 and arterial streets; railroad noise from the Union Pacific and California Northern Railroad; airport noise from the UC Davis Airport; and stationary sources such as industrial and agricultural operations next to sensitive uses. Existing noise contours and sensitive receptors in the City are shown in Figure 36. Appendix E gives background on environmental noise.

Roadway Noise

Existing residential areas which are subjected to the highest levels of unmitigated roadway noise are residences in close proximity of Interstate 80 and along many arterial roadways. For the Gateway/Olive Drive Specific Plan EIR, noise levels resulting primarily from Interstate 80 were measured at 73 DNL at a point 400 feet from the freeway.¹

Existing traffic noise conditions in the planning area have been modeled using the FHWA Highway Traffic Noise Prediction Model (Report No. FHWA-RD-77-108). The model predicts sound levels for free-flowing traffic based upon noise emission factors for automobiles, medium trucks, and heavy trucks. The model takes into account the volume and speed of traffic, the roadway configuration, the distance to receivers, and the acoustical characteristics of a site.

In July, 1992, the Public Works Department prepared a "Noise Wall Investigations Report." This study concluded that along many of the arterial streets studied, noise levels were in the "conditionally acceptable" range of compatibility. The report recommended that the City implement a noise wall program to reduce noise levels and that the financial and aesthetic implications of noise walls should be evaluated on a case-by-case basis before a decision to install noise walls is made.

¹ Gateway/Olive Drive Specific Plan Draft EIR, page 4-44.

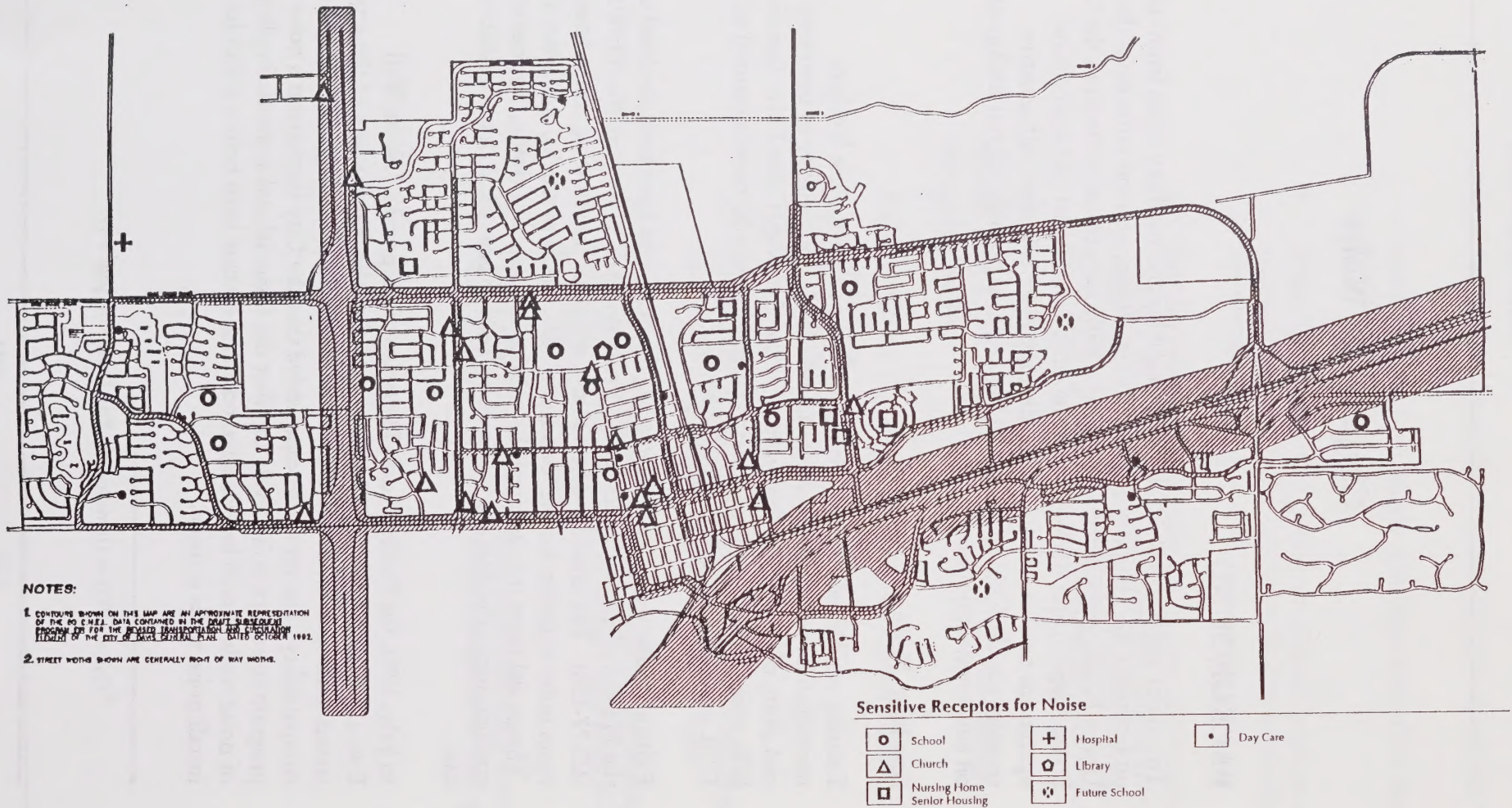


Figure 36: Existing Noise Contours and Sensitive Receptors
Source: Robert Bein, William Frost & Associates and City of Davis Public Works Department

Railroad Noise

Railroad trains passing through Davis on the Union Pacific and California Northern railroad tracks create relatively high noise levels close to the tracks. These noises are intermittent, since trains pass by only occasionally.

For the Gateway/Olive Drive Specific Plan EIR, noise levels resulting primarily from train traffic along the Union Pacific route were measured at about 82 DNL at a distance 30 feet from the centerline of the tracks, which corresponds to about 70 DNL 200 feet from the tracks. Twenty-four individual train pass-bys were measured during a 24-hour period. Maximum noise levels from individual whistle blasts and engines ranged from 85 dB to over 112 dB.²

Aircraft Noise

The UC Davis Airport is used almost exclusively for flight training and for infrequent, short duration operations. No impact to sensitive residential areas has been found.

The Sacramento Metropolitan Airport currently does not significantly impact Davis with aircraft noise. The City of Davis must monitor future airport plans to become aware of any proposed changes to the flight paths.

Stationary Noise Sources

The Hunt-Wesson processing plant is a stationary source that affects adjacent property. Noise from the cannery has come under scrutiny as a result of several proposals over the years to develop adjacent property for residential uses. A recent noise study conducted by Brown-Buntin Associates indicates that CNEL values in the range of 57 to 59 dB occur along the northern and northeastern property line of the cannery. Information regarding noise levels from the Hunt-Wesson plant is currently disputed by various analysts. Further evaluation and assessment is being undertaken as part of the Covell Center environmental review process. The city has also made findings regarding the Hunt-Wesson plant under AB 1190, which are described in Chapter 15.

² *Ibid.*

FUTURE NOISE LEVELS

Traffic noise will continue to be the predominant source of noise in Davis. Traffic noise levels that will occur under buildout of the General Plan have been predicted using projected traffic volumes and the noise modeling methodology described above. Figure 37 depicts projected traffic noise contours in the planning area.

GOALS, POLICIES AND ACTIONS

GOAL NOISE 1. Maintain community noise levels that meet health guidelines and allow for a high quality of life.

Policy NOISE 1.1 Minimize vehicular and stationary noise sources, and noise emanating from temporary activities.

Standards

- a. The City shall strive to achieve the “normally acceptable” exterior noise levels shown in Table 19 and the target interior noise levels in Table 20 in future development areas and in currently developed areas.
- b. New development shall generally be allowed only in areas where exterior and interior noise levels consistent with Table 19 and Table 20. can be achieved.
- c. New development and changes in use shall generally be allowed only if they will not adversely impact attainment within the community of the exterior and interior noise standards shown in Table 19 and Table 20. Cumulative and project specific impacts by new development on existing residential land uses shall be mitigated consistent with the standards in Table 19 and Table 20.

Figure 37 2010 Noise Contours

-  School
-  Church
-  Nursing Home/Senior Housing
-  Hospital
-  Library
-  Future School
-  Day Care

NOTES

1. Contours shown on this map are an approximate representation of the 60 C.N.E.L. data contained in Appendix D of the Draft Program EIR for the City of Davis General Plan Update, January 2000.

100 acres

25

0

1000

3000

5000'





Table 19
STANDARDS FOR EXTERIOR NOISE EXPOSURE

USE	COMMUNITY NOISE EXPOSURE L _{dn} or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential	Under 60	60-70*	70-75	Above 75
Transient Lodging - Motels, Hotels	Under 60	60-75	75-80	Above 80
Schools, Libraries, Churches, Hospitals, Nursing Homes	Under 60	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	Under 50	50-70	NA	Above 70
Sports Arenas, Outdoor Spectator Sports	NA	Under 75	NA	Above 75
Playgrounds, Neighborhood Parks	Under 70	NA	70-75	Above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Under 70	NA	70-80	Above 80
Office Buildings, Business Commercial and Professional	Under 65	65-75	Above 75	NA
Industrial, Manufacturing, Utilities, Agriculture	Under 65	70-80	Above 80	NA

NORMALLY ACCEPTABLE: Specified land use is satisfactory assuming all buildings involved are of conventional construction, without special noise insulation requirements.

CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is conducted, and needed noise attenuation features are included in the construction or development.

NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be conducted and needed noise attenuation features shall be included in the construction or development.

CLEARLY UNACCEPTABLE: New construction or development shall not be undertaken.

NA: Not applicable.

- * The City Council shall have discretion within the "conditionally acceptable" range for residential use to allow noise levels in outdoor spaces to go up to 65 dBA if cost effective or aesthetically acceptable measures are not available to reduce noise levels in outdoor use spaces to the "normally acceptable" levels. Outdoor spaces which are designed for visual use only (for example, streetside landscaping in an apartment project), rather than outdoor use space, may be considered acceptable up to 70 dBA.

Table 20
STANDARDS FOR INTERIOR NOISE LEVELS

USE	NOISE LEVEL (dBA)
Residences, schools through grade 12, hospitals and churches	45
Offices	55

- d. Required noise mitigation measures for new and existing housing shall be provided with the first stage and prior to completion of new developments or the completion of capacity-enhancing roadway changes wherever noise levels currently exceed or are projected within 5 years to exceed the normally acceptable exterior noise levels in Table 19.

Actions

- e. Explore options, such as distributing educational materials, to encourage Davis residents and businesses to use alternatives to gas powered garden tools to reduce noise and air pollution, reduce costs, and be courteous of neighbors.
- f. Continue to enforce the noise-control ordinance.
- g. Revise the City's Noise Ordinance (Chapter 16B, "Noise Regulations" of the City of Davis Municipal Code) to reflect construction criteria that can be met by typical construction activities.
- h. Require an acoustic study for all proposed projects that would have noise exposure that may exceed City Noise Ordinance standards for construction activities or impacts after development that would be greater than normally acceptable as indicated by Figure 37 of the General Plan update."
- i. The City should conduct an acoustic study of the City and revise noise standards and ordinances to reflect the urbanized setting of the City.

- j. Consider lowering speed limits or installing traffic calming measures adjacent to all residences, schools, hospitals, and libraries that experience noise levels that exceed acceptable noise levels.
- k. Develop procedures to address citizen noise complaints and provide remedies that encourage the use of alternative noise mitigation measures over conventional sound walls.
- l. Periodically review noise levels along arterials and minor arterials and report to the City Council alternative solutions for achieving acceptable noise levels.
- m. The project proponent shall employ noise-reducing construction practices. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise.
 - All equipment shall have sound-control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
 - As directed by the City, the contractor shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

Policy NOISE 1.2 Discourage the use of sound walls whenever alternative mitigation measures are feasible, while also facilitating the construction of sound walls where desired by the neighborhood and there is no other way to reduce noise to acceptable exterior levels shown in Table 19.

See the separate General Plan policy interpretation document titled "Major Arterial Landscaping, Noise Attenuation Design and Greenstreets".

Standards

- a. Where sound walls are built, they should include dense landscaping along them to mitigate their visual impact, as illustrated in Figure 38.
- b. Where sound walls are built, they should provide adequate openings and visibility from surrounding areas to increase safety and access, as illustrated in Figure 38. Openings should be designed so as to maintain necessary noise attenuation.
- c. Review sound walls and other noise mitigations through the design review process.

Actions

- d. Develop procedures to finance and facilitate construction of sound walls and other noise mitigation measures where the City Council determines they are needed along corridors.

Policy NOISE 1.3 Develop and implement procedures for the accurate measurement and prediction of noise levels in Davis.

Actions

- a. Directly measure noise levels along all arterials and minor arterials, rather than simply estimating them with computer models.
- b. Adopt guidelines and criteria for ongoing monitoring of noise levels as traffic increases.



Minimal Landscaping and Inadequate Openings for Access



Dense Landscaping and Adequate Openings for Access

Figure 38: Sound Wall Design Concepts

Policy NOISE 1.4 Take a proactive role in State law-making regarding noise regulation.

Actions

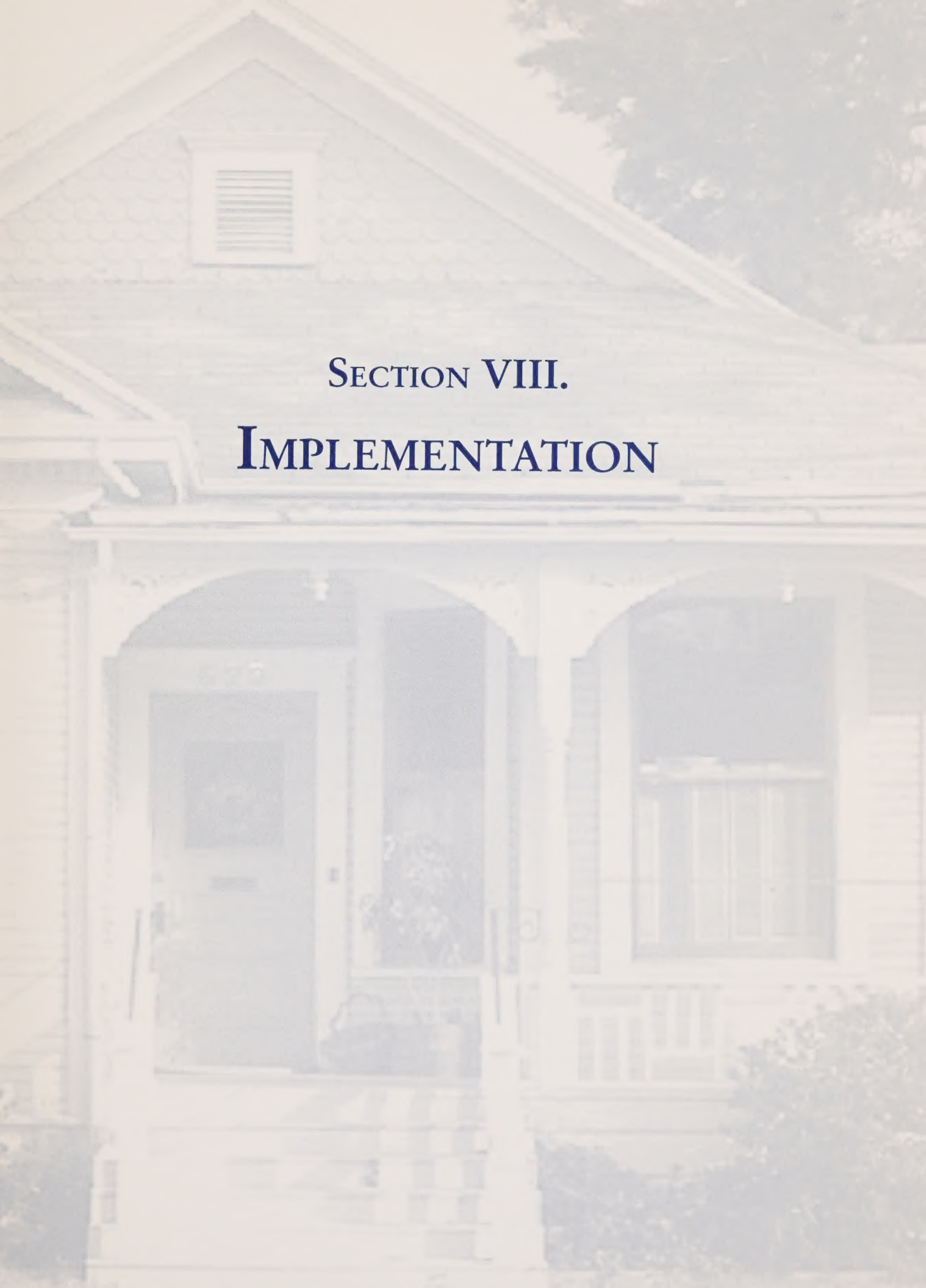
- a. Support implementation of state legislation that requires reduction of noise from motorcycles, automobiles, trucks and aircraft.
- b. Advocate in favor of changes in State traffic law so that noise can be used as a criterion for setting speed limits.

GOAL NOISE 2. Provide for indoor noise environments that are conducive to living and working.

Policy NOISE 2.1 Take all technically feasible steps to ensure that interior noise levels can be maintained at the levels shown in Table 20.

Standards

- a. New residential development or construction shall include noise attenuation measures necessary to achieve acceptable interior noise levels shown in Table 20.
- b. Existing areas that will be subjected to noise levels greater than the acceptable noise levels shown in Table 20 as a result of increased traffic on existing city streets (including streets remaining in existing configurations and streets being widened) shall be mitigated to the acceptable levels in Table 20. If traffic increases are caused by specific projects, then the City shall be the lead agency in implementing cumulative noise mitigation projects. Project applicants shall pay their fair share for any mitigation.



SECTION VIII.

IMPLEMENTATION

SECTION VIII. IMPLEMENTATION

This section of the General Plan includes goals, policies and actions that the City of Davis will follow in implementing the General Plan. These goals, policies and actions apply to all the various components of the Plan.

ON-GOING EVALUATION AND CHANGE

GOAL IMP 1. Maintain the General Plan and the City's overall planning process as a dynamic, responsive document.

Policy IMP 1.1 Identify and monitor unmet community needs; mobilize and develop resources to meet those needs.

Actions

- a. Identify an on-going process for developing and maintaining demographic data, service statistics and other indicators of community needs to assist in service planning.
- b. Develop a process for incorporating city administered program service statistics into program funding plans.
- c. Prioritize all capital projects in relation to one another in the Major Projects Financing Plan.
- d. Evaluate all City programs on a regular, periodic basis, not to exceed every 36 months.
- e. Modify and improve programs based on the periodic evaluations.

COMMUNITY PARTICIPATION

GOAL IMP 2. Promote progressive, innovative and effective citizen-based planning and participation.

Policy IMP 2.1 Continue to promote community review of the environmental and social impacts of new projects and developments.

Actions

- a. Provide procedures by which interested residents may appeal to the City for improvements in their area or by which they may express their approval or disapproval of proposed City or private projects.
- b. Strengthen the neighborhood noticing and participation program used for major public projects and private development projects. Through a public process, establish guidelines to address the type and extent of noticing to be provided for different types of public and private projects including but not limited to major roadway and intersection modifications, general plan amendments, zone changes and certain conditional use permits. The City should review the noticing and participation program annually for effectiveness, with a public hearing to allow for citizen input.
- c. Develop a method for documenting, distributing and maintaining interpretations of the municipal code, the General Plan, and program policies as each relate to development approval.
- d. Develop a neighborhood outreach/liaison program coordinated by the City to proactively address neighborhood issues.
- e. Promote effective and respectful exchange of ideas in the public forum.

Policy IMP 2.2 Continue to encourage volunteerism.

Actions

- a. Expand coordination and training activities for volunteers, and training city and community-based staff in effective recruitment and retention of volunteers.
- b. Expand City volunteer recruitment activities.
- c. Expand the City "in-kind" gifts program to include community-based social services organizations.
- d. Assist in the creation of non-profit [501(c)(3)] cultural institutions and organizations founded for public benefit by, and under the control of, Davis residents.

Policy IMP 2.3 Encourage mediation as an alternative to violence or antagonism.

Actions

- a. Continue to offer community mediation services.

FINANCING

Budget. During the last decade, there has been a profound and ongoing change in the structure of public finance. Due to the extreme budgetary problems at the federal and state levels, local governments have been required to assume responsibility for a broader range of programs with more traditional funding mechanisms, including property tax, being shifted to the state.

In May, 1996, the City Council received the preliminary budget for the 1996-97 fiscal year. The preliminary budget anticipates \$57.4 million in revenue and \$60 million in expenditures. Capital projects account for the nearly \$3 million difference, which will be paid from a reserve fund. The funds for these capital projects have been received in previous years through the construction tax, bond funds and other sources.

The preliminary budget is intended to provide renewed stability within the general fund after the development of the current 1995-96 budget required significant general fund expenditure reductions (\$1.4 million) and a reduction in staff positions not experienced since 1979 following the passage of Proposition 13. In 1995, the city had to respond to a budget shortfall of \$1.2 million as a result of state property tax shifts, rising expenditures and a struggling local economy. The city continues to suffer from stagnant sales and property tax levels, which hit peaks in the early 1990s and have not managed to recover. Davis remains near the bottom statewide in terms of sales tax per capita, half of nearby Woodland and Sacramento, and the city's share of property taxes has decreased \$1.4 million since 1992.

To meet ongoing financial challenges, the city will need to consider diversification of its economic base, exercise budgetary discipline, establish citywide priorities, and identify process improvements and cost saving measures.

Development Impact Fee Study and Capital Improvements Master Plan.

As described in Section I, Introduction, the city's Development Impact Fee Study is a financial analysis of the cost of infrastructure requirements dictated by the new development envisioned by the City's General Plan. The Development Impact Fee Study is updated annually to reflect changes in actual and projected development in the community and to enhance the infrastructure descriptions, costs and allocations.

The Capital Improvements Master Plan is the city's master capital improvement program, which identifies funding sources for various projects in a manner that is consistent with the General Plan and city specific plans. The infrastructure projects include street and other transportation facilities, core area, park and recreation, public safety, general city facilities and open space. The Capital Improvements Master Plan is updated annually to reflect changes in cash flow, project cost refinements and any necessary adjustments in project timing or funding.

GOAL IMP 3. Ensure Davis' financial solvency while also setting fees and taxes that are competitive with surrounding communities'.

Policy IMP 3.1 Annually review the Capital Improvements Master Plan to reflect community priority and realistic prospects for future growth.

Standards

- a. The City shall not add to the Capital Improvements Master Plan without identifiable sources of funding.
- b. If costs for projects in the Capital Improvements Master Plan rise at a rate greater than inflation, then projects in the Capital Improvements should be decreased in scope, delayed or deleted, or additional funding sources for them should be identified, in order to make up the resulting funding shortfall.
- c. The City shall establish adequate maintenance funding for any lands to be managed by the City. If the City cannot sustain the maintenance burden, it may consider working with other organizations or individuals to provide that service or to receive ownership.

Actions

- d. Maintain and continue to update and improve the City's unified infrastructure financing system.
- e. Review Development Impact Fee Study nexus assumptions for non-residential uses. Consider the trade-offs between fee reductions to encourage economic development versus the resulting loss in city income.
- f. Identify and take advantage of opportunities to leverage planned City expenditures to realize multiple community objectives. For example, needed drainage facilities can be designed to include habitat or open space, thereby fulfilling multiple goals.

Policy IMP 3.2 Ensure that City fees and taxes are competitive with those of surrounding communities when weighed against the services provided.

Actions

- a. Revise the City's tax and fee structure to be as competitive as possible on a regional basis.

- b. Work on a regional basis to share and/or contract for infrastructure capacity.

Policy IMP 3.3 Require that the costs of mitigation and service provision for development projects be borne by those projects.

Standards

- a. Capital improvements, or portions thereof, that extend services to new users shall be financed by new development.
- b. Capital improvements, or portions thereof, that enhance the level of service for existing residents shall be financed by existing development.
- c. Costs for capital improvements and related development fees and on-going operations and maintenance shall be allocated in proportion to burden incurred or benefit received, based on the service demand generated .
- d. Non-residential development shall pay its fair share to help meet the community's recreational, social, and cultural needs, as well as its infrastructure requirements.

STREAMLINING

GOAL IMP 4. Continue to develop a more economical and service-oriented approach for all City departments.

Policy IMP 4.1 Streamline the permit-approval process to the extent feasible.

Actions

- a. Review current Planning and Building, Public Works and other departmental project management and processing in order to make the project approval process more efficient and streamlined.
- b. Investigate a “one-stop” approval process for non-discretionary applications which require actions from multiple departments. The

purpose would be to avoid unnecessary and confusing processing steps..

- c. Provide developers in advance with full information needed to reduce the length of time and cost of approval of development.
- d. Continue outreach efforts to inform architects, contractors, and builders of City standards and requirements.
- e. Develop mechanisms in the Planning and Public Works Departments to allow for early and expedient evaluation of alternative designs proposed by private applicants to meet City standards.
- f. Consider expanding the use of third-party project reviewers and plan checkers to reduce permit processing time.
- g. Establish and apply maximum time limits for permit processing.
- h. Review and incorporate private sector methods of achieving greater efficiency and reduced cost in the provision of City services.

Policy IMP 4.2 Make City services as responsive as possible to community needs.

Action

- a. Develop methodologies to gauge the demands for and effectiveness of City services.

INTER-DEPARTMENTAL AND INTER-AGENCY COOPERATION

GOAL IMP 5. Increase coordination of existing services to ensure broader access for all Davis residents.

Policy IMP 5.1 Foster collaboration and partnership among city departments and between the city and other agencies and jurisdictions in service delivery.

Actions

- a. Continue to hold regular meetings of city department heads to coordinate programs and actions.
- b. Assist in the expansion of Davis residents' understanding and utilization of Yolo-Link.
- c. Ensure that the schools have access to Yolo-Link and other services at school sites.

GOAL IMP 6. Form strong cooperative partnerships with surrounding cities, the school district, UC Davis, local community colleges and Yolo and Solano Counties regarding community planning, business enterprises, technological developments, arts, culture, and education.

Policy IMP 6.1 Maintain and strengthen the City's collaborative relationship with the school district, University of California, and Yolo and Solano counties and regional service providers.

Actions

- a. Continue to work to improve cooperation, communication and consolidation of services between the City and the University.
- b. Encourage inter-organizational representation in the long-term planning efforts of each agency, especially in relationships between the City, UC Davis, Yolo County, surrounding cities and DJUSD.
- c. Maximize joint-use facilities and open space use with UC Davis and the Davis Joint Unified School District.
- d. Seek to schedule meetings on a regular basis with UC Davis administration, DJUSD administration, the counties and surrounding cities to engage in regional problem solving and plan joint programs and joint use facilities.
- e. Maintain and expand partnerships with Yolo County to provide health, mental health, substance abuse and social services in Davis.

STANDARDS FOR FUTURE STUDIES

GOAL IMP 7. Strive for accuracy and completeness in city studies.

Policy IMP 7.1 Set clear standards for future city studies.

Standards

- a. Any studies of individual projects that serve as a basis for project approval shall be directed or conducted by the City of Davis and made available for public review.

Actions

- b. To the extent appropriate, use consistent methodologies in city studies, with standardized sampling methods and definitions of variables.
- c. Analyze and mitigate for cumulative (not just project-by-project) impacts created by new projects.

SECTION IX.

GLOSSARY

SECTION IX. GLOSSARY

Active Recreation Area: A city-owned or -maintained property that is meant to provide facilities for active recreation activities such as field sports, play on structures, and barbecues.

Agricultural Land with Conservation Easement: Agricultural land whose owners have sold or otherwise dedicated the additional development rights of their property so that the land will be assessed and taxed as agricultural land rather than as land that could be developed at a higher intensity.

Arena: A sphere of interest or activity.

Art in Public Places: A city program, which funds the purchase and display of visual art in city buildings and on city-owned property. Funds for Art in Public Places are provided through the Municipal Art Fund.

Artist: Any person working or creating in any of the arts, including visual arts, literary arts, dance, music, video and film making, performance art, media art and all other forms of artistic expression.

Community separators: Agricultural and open space areas located between cities that provide visual relief from continuous urbanization, encourage compact urban form, and maintain the unique identity of communities in close proximity. These lands are frequently subject to intense development pressures, especially within transportation corridors. The areas between the cities of Davis and Dixon and between the cities of Davis and Woodland have been identified as the primary Community Separators in the Davis General Plan.

Cultural Resource Site: Archeological sites containing information of known or potential value in answering scientific research questions; archeological sites containing information that may shed light on local, State, or national history; sites of cultural importance to local people or social or ethnic groups, such as locations of important events in their history, historic or prehistoric cemeteries, or shrines; sites associated with events important in the history of the community as a whole (battlefields, trails, etc.); cemeteries associated with important events or people, or whose study can provide important information about history or prehistory; ruins of historically or archaeologically important

buildings or structures; historically important shipwrecks; cemeteries important for the architectural or artistic qualities of their constituent structures and monuments; constructed landscapes that exemplify principles, trends, or schools of thought in landscape architecture, or that represent fine examples of the landscape architect's art.

Demand Responsive Transit: Transit which is dispatched on request to specific locations to meet a passenger. Examples include paratransit, jitneys and taxis.

Densification A type of infill development, involving a building addition or redevelopment to add dwelling units or floor area, consistent with City policies.

Design Guidelines: A set of guidelines defining the parameters to be followed in site and/or building design and development.

Diverse or diversity: Having or representing a multitude of races, ethnicities, cultures, ages, religions, genders, sexual orientations, disabilities, or socio-economic backgrounds.

Dwelling Unit: A structure that contains living facilities, including provisions for sleeping, eating, cooking, and sanitation.

Dwelling Unit, Duplex: Two primary, separate dwelling units, either attached or detached on one lot, each unit allowing one family or one group of congregate residents.

Dwelling Unit, Multi-family: Any residential building providing separate dwelling units for three or more families, or groups of congregate residents, owned by a single entity.

Dwelling Unit, Single Family Attached: Any building with three or more dwelling units, structurally attached, for not more than one family or one group of congregate residents for each unit. Each unit may be owned by a separate entity.

Dwelling Unit, Single Family Detached: Any dwelling unit, not structurally attached to another primary residence, for not more than one family or one group of congregate residents for each unit. Each unit is typically on an individual lot and owned by a separate entity.

Dwelling Unit, Split Lot: Two primary dwelling units, usually attached, each on its own lot. In contrast, a duplex consists of two separate dwelling units on one lot. Split lots in Davis have typically been used to create two affordable dwelling units which are smaller than market-price units.

Floor Area Ratio (FAR): The ratio of the size of a building to the size of its parcel, expressed as a decimal number. For example, a 50,000 square foot building on a 50,000 square foot lot has a floor area ratio of 1.00 (or 100%), while the same building on a 100,000 square foot parcel would have a floor area ratio of .50 (or 50%). The FAR is used in calculating the building intensity of a development project.

“Green” (or “sustainable”) development and building: Environmentally friendly building design, construction and maintenance. Based on principles of resource conservation, energy efficiency, and preserving and enhancing environmental quality. Incorporates natural systems such as daylight to fresh air. Fundamentals include site, building design, engineering and building. Site considerations may include: redeveloping an existing urban site rather than converting a raw, undeveloped site; building orientation to conserve energy through solar orientation, daylighting, and wind; connections to the larger urban community’s facilities and services; below grade construction to reduce visual and energy impacts; and landscaping to minimize water irrigation requirements. Building considerations involve the building’s skin, shading, massing and may include: daylighting; efficient HVAC systems; thermal insulation; glazing; shading devices; floor plate and shape to bring in more natural light; design for natural heating and cooling; production of energy; use of removable (that is, photovoltaic panels or solar hot water technology; efficient use and re-use of water; and use of environmentally-friendly, low impact materials that can ultimately be recycled.

Greenbelts: Areas of varying widths, averaging about 100 feet wide, and cover approximately 10% of the area in new residential development. Greenbelts are segments of a citywide complex of parks and transportation corridors. Greenbelts are designed and maintained to provide both recreation opportunities and off-street transportation. Greenbelts serve the neighborhood and the community in general. Amenities may include bike paths, children's playgrounds, turf areas, picnic areas and landscaping.

Greenstreets: One of the components of the City’s greenway network. Greensteets typically include large canopy shade trees to provide beauty and comfort for bicyclists and pedestrians and to minimize the heat gain of the

paved surfaces. New greenstreets typically include a parkway space with bike paths between the curbs and ultimate right-of-way lines, in addition to bike lanes. New arterial greenstreets also typically provide a landscaped median. It is recognized that existing designated greenstreets may have been built without the typical elements. Improvements to such streets may be planned (for example, as part of corridor plans) and implemented as resources are available.

Greenways: The components of an integrated, continuous open space system. Greenways link to and connect open space areas such as parks and habitat areas, and are to be planted with native vegetation that supports wildlife.

Gross Density: The density of housing in an area, expressed as dwelling units per acre, including the entire development area with its local and collector streets and private open spaces. For calculation purposes, the gross density excludes arterial streets and public open spaces. On mixed use parcels, the gross density is the density on the entire parcel, without regard to any other uses on the parcel as well.

Habitat Area: An area that can host or sustain vegetative and animal biotic resources, but that has been disturbed or improved in some fashion, as distinct from “Natural Habitat Areas.”

Heritage Oak Trees: A native oak tree with a 60” or larger circumference (approximately 19” or larger diameter).

Historic Building: Notable examples of architectural styles and periods or methods of construction, particularly local or regional types; buildings showing the history and development of such diverse areas as communications, community planning, government, conservation, economics, education, literature, music, and landscape architecture; stores and businesses and other buildings that provide a physical record of the experience of particular ethnic or social groups; complexes of buildings, such as factory complexes, that comprise a functionally and historically inter-related whole; markets and commercial structures or blocks; buildings by great architects or master builders and important works by minor ones; architectural curiosities, one-of-a-kind buildings; sole or rare survivors of an important architectural style or type; studios of American artists, writers, or musicians during years of significant activity; institutions that provide evidence of the cultural history of a community (churches, universities, art centers, theaters, and entertainment

halls); buildings where significant technological advances or inventories in any field occurred (agricultural experiment stations, laboratories, etc.).

Historic District: Groups of buildings that physically and spatially comprise a specific environment; groups of related buildings that represent the standards and tastes of a community or neighborhood during one period of history, unrelated structures that represent a progression of various styles and functions, or cohesive townscapes or streetscapes that possess an identity of place; groups of building, structures (silos, barns, granaries, irrigation canals) that possess an identity of time and place; groups of structures and buildings that show the industrial or technological developments of the community, State, or Nation; groups of buildings representing historical development patterns (commercial and trade centers, county seats, mill towns); Groups of sites, structures, and/or buildings containing archeological data and probably representing an historical or prehistoric settlement or pattern of related activities.

Historic Resource: 1. (National Historic Preservation Act definition): Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places; such term includes artifacts, records, and remains which are related to such a district, site, building structure or object. 2. (Public Resources Code definition): Any object, building, structure, site, area, place record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

Historic Archaeology: The study of archaeology pertaining to the time period from first European occupation until the present.

Historic Structure: Industrial and engineering structures, including kilns, aqueducts, weirs, utility or pumping stations, and dams; transportation structures, including railroads, turnpikes, canals, tunnels, bridges, roundhouses, lighthouses, and wharves; agricultural structures such as granaries, silos, corncribs, and apiaries; movable structures associated with important processes of transportation, industrial development, social history, recreation, and military history (ships, locomotives, carousels, airplanes, artillery pieces, etc.).

Inclusion: Equal opportunity for participation by all diversity groups.

Infill development: Urban development or redevelopment on vacant or “underutilized” urban-designated land within a city’s boundaries, consistent with City policies, as an alternative to accommodating growth through expansions of City boundaries.

Informal Education: Informal education plays a traditional and central role in intellectual, cultural and social development. Informal education is voluntary, lifelong and motivated mainly by intrinsic curiosity, exploration and social interaction. It includes hobbies, visiting museums, youth groups and youth activities, libraries, and any educational activity that is outside formal, classroom education.

Landmark Tree: A tree determined by the City of Davis to be of high value because of its species, size, age, form, historical significance, or similar criteria.

Lifecycle Costing: Cost analysis of a project or improvement that looks at the costs to implement and maintain the project or improvement over its entire life.

Low Income Housing: Housing which is affordable to families earning low incomes. “Low” incomes are 50% - 80% of the median income in Yolo County. “Affordable” means that a family spends no more than 30% of its gross income on housing.

Major Intersections: The following street intersections shall be considered “major intersections” for the purpose of Standard MOB 0.2a related to level of service standards:

- | | |
|----------------------------|-----------------|
| 1. Covell Blvd. | Shasta Drive |
| 2. Covell Blvd. | Anderson Road |
| 3. Covell Blvd. | Pole Line Road |
| 4. Covell Blvd. | Alhambra Blvd. |
| 5. 8 th Street | Anderson Road |
| 6. 8 th Street | Pole Line Road |
| 7. Russell Blvd. | Arlington Blvd. |
| 8. Russell Blvd. | Anderson Road |
| 9. Russell Blvd. | B Street |
| 10. 5 th Street | F Street |

11. 5 th Street	Pole Line Road
12. 1 st Street	E Street / Richards Blvd.
13. Richards Blvd.	Olive Drive
14. Cowell Blvd.	Pole Line Road
15. Chiles Road	Mace Blvd.
16. Cowell Blvd.	Mace Blvd.
17. West Covell Blvd.	SB SR 113 ramps
18. West Covell Blvd.	NB SR 113 ramps
19. Russell Blvd.	SB SR 113 ramps
20. Russell Blvd.	NB SR 113 ramps
21. Richards Blvd.	EB Interstate 80 ramps
22. Covell Blvd.	WB Interstate 80 ramps

Mixed Use: Any mixture of land uses, including mixtures of residences with commercial, offices with retail, or industrial with offices and retail.

Mobility: The movement of goods and provision of access to activities and community services that is reasonably available to all people, including those who do not drive automobiles due to age, income, illness, disability, or choice.

Moderate Income Housing: Housing which is affordable to families earning moderate incomes. "Moderate" incomes are 80% - 120% of the median income in Yolo County. "Affordable" means that a family spends no more than 30% of its gross income on housing.

Multi-family: A term generally describing a residential building providing separate dwelling units for three or more families where the units in the building are owned by a single entity. See "Dwelling Unit - Multi Family."

Municipal Art Fund: A revenue fund, comprising a set-aside by the city of 1% on the construction cost of most capital improvement projects, that is earmarked for the purchase and display of Art in Public Places. The Civic Arts Commission is responsible for advising City Council on fund expenditures.

Natural Habitat Area: An area that sustains animal and vegetative biotic resources that has not been improved or disturbed. Natural Habitat Areas can also be areas that were previously "disturbed" and have been reclaimed or rehabilitated.

Neighborhood: A cluster of residential and related land uses within the city, which typically has a focal point at a neighborhood shopping center, school or park, with an approximate radius of one-quarter to one-half mile from the focal point to the periphery.

Net Density: The density of housing in an area, expressed as dwelling units per acre, based on the land area of the development parcels only, and not including public streets, parks and public open spaces. For calculation purposes, the net density includes private streets and private open spaces. On mixed use parcels, the net density is the density on the entire parcel, without regard to any other uses on the parcel as well.

Participation: Any type of involvement, including employment, membership, or utilization.

Passive Recreation Area: An area owned or maintained by the City of Davis that is meant to be used primarily for passive activities such as sitting, walking, nature watching and general relaxation. A Habitat Area could serve as a passive recreation area, as could a Natural Habitat Area in some specific cases.

Pedestrian-Oriented Design: Urban design intended to facilitate pedestrian movement in an area, as opposed to design that primarily serves automobile movement. Examples of pedestrian-oriented design include continuous building streetwalls with shop windows, outdoor cafes, street trees, benches and planters.

Planning Area: The land area addressed by the General Plan. The Planning Area in the Davis General Plan is the incorporated area within the boundaries of the City of Davis and the unincorporated land outside of its boundaries which in the judgement of the City bears relation to its planning (per California Government Code Section 65300). State law provides for planning outside of the City's boundary and the City can formally communicate its concerns for the future to other jurisdictions. Cooperative extraterritorial planning may include, but is not limited to, agriculture and resource conservation, open space, provision of services, or consistent development standards.

Prehistoric Archaeology: The study of archaeology pertaining to the time period prior to first European occupation (prior to 1492).

Proposition 70 Acquisition Program: Proposition 70 was a State bond measure passed in 1988 that included a \$2 million line item grant to the City of Davis for the acquisition and preservation of land that is sensitive wildlife habitat or could be converted to habitat. Since then, the City has spent more than \$1 million of the Proposition 70 funds acquiring 190 acres of land. There is a June 30, 1998 sunset on the use of the remaining funds.

Public Resource: Any publicly owned property or publicly operated service.

Public Art: All visual art owned by the city, whether purchased in whole or in part by Municipal Art Funds or donated to the city.

Publicly Accessible Art: All art, whether owned by the city or privately, that is located such that it is easily viewed by the general public.

Real-Time Information: Information conveyed via a computer or other electronic device that is updated to reflect actual conditions of the time the information is conveyed.

Riparian Corridor: A habitat and vegetation zone which is associated with the banks and floodplains of a river, stream or lake. Riparian trees and shrubs are typically phreatophytes, plants whose root systems is in constant contact with groundwater.

Second unit: A self-contained living unit accessory to the primary residential unit on a single lot. May be attached to or detached from the primary unit. Sometimes known as a "granny flat" or "accessory unit." Governed by Section 65862 of the California Government Code.

Single-family: A term generally describing a dwelling unit for one family which can be either attached to or detached from other single family units. See "Dwelling Unit - Single Family Attached," "Dwelling Unit - Single Family Detached," "Dwelling Unit - Split Lot," "Dwelling Unit - Duplex," and "Second Unit."

State Historical Building Code: A special building code containing alternative regulations for qualified historical buildings. This performance-oriented code derives its authority from the Health and Safety Code and its application is mandatory pertaining to qualified historical buildings.

Sphere of Influence: A representation of the probable ultimate physical boundaries and service areas of the City of Davis as adopted by the Yolo County Local Agency Formation Commission (LAFCO). Under State law, LAFCO is charged with discouraging urban sprawl and encouraging the logical and orderly development and coordination of local governmental agencies. The City may extend its Planning Area beyond the Sphere of Influence adopted by LAFCO (see “Planning Area” in the Glossary).

Sustainable: Used, designed or conducted in a manner that does not impede the ability of future generations to live or use resources.

Through Lanes: Lanes on a roadway at an intersection from which traffic proceeds straight through the intersection.

Traffic Calming Devices: Structures built in roadways intended to slow traffic or reduce traffic volumes. Examples include speed humps, roundabouts, and traffic diverters.

Turn Lanes: Lanes on a roadway at an intersection that are designated for use by vehicles turning right or left.

Underutilized land: Developed or partially developed urban-designated land which could be developed in other uses or more dense and intense use consistent with City policies, surrounding uses and potential impact issues.

Vacant land: Urban-designated land which is without a particular use, activity and building.

Very Low Income Housing: Housing which is affordable to families earning very low incomes. “Very Low” incomes are less than 50% of the median income in Yolo County. “Affordable” means that a family spends no more than 30% of its gross income on housing.

Wetlands: Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, bogs, marshes and similar areas.

Yolo-Link: A computerized database of social service agencies and programs in Yolo County, available on a CD ROM, on paper, or at computer terminals at

public libraries in Yolo County. Intended for use by both service providers and the general public. Lead organization in creating and administering Yolo-Link is the Yolo County Library.

Youth: People under 21 years of age.

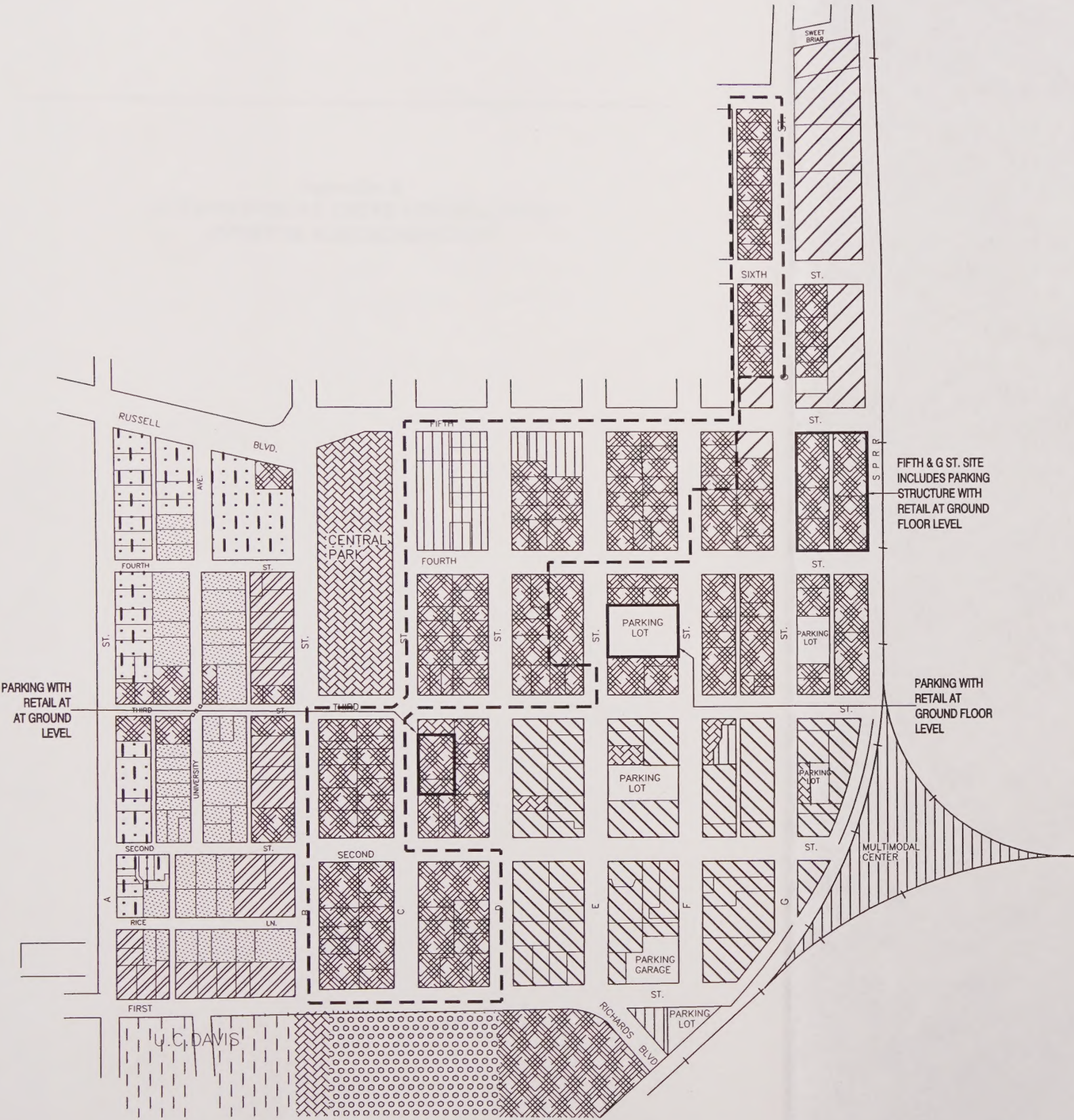
SECTION X.

APPENDICES

Appendix A

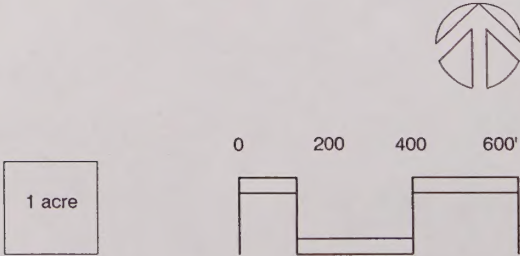
Core Area Specific Plan

Land Use



- Low Density Residential
- Medium Density Residential
- Retail Stores (Downtown Core)
- Retail With Offices
- Service Commercial
- Public and Semi-Public
- Public - Oriented University Facilities
- Parks and Plazas
- University Avenue Transitional District
- University Avenue Residential Overlay District
- Transitional Boundary

- NOTES
- Adopted 1997.
 - The land use designations in this specific plan serve as the land use designations in the City's general plan.
 - The full text of the Specific Plan is available at the City of Davis Planning Department.



Appendix B
GATEWAY/OLIVE DRIVE SPECIFIC PLAN
LAND USE AND ZONING MAP

Appendix B

Gateway/Olive Drive

Specific Plan

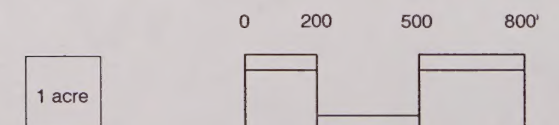
Land Use and Zoning

CS	Commercial Service
RMD	Residential Medium Density
RHD	Residential High Density
MU(EO)	Multiple Use - East Olive
R	Retail w/Office
P	Parks/Recreation
O	Office
O/R	Office/Restaurant

NOTES

1. The specific plan was adopted in July, 1996.
2. The land use designations in this specific plan serve as the land use designations in the City's general plan.
3. The full text of the specific plan is available at the City of Davis Planning Department.

Davis General Plan



Appendix C

BACKGROUND INFORMATION ON ENVIRONMENTAL ACOUSTICS

This appendix provides background information on environmental acoustics and noise. It includes a discussion of the physical principles of sound, the measurement of sound, and the effects of sound on humans and the environment.

A. Physical Principles

Sound is a mechanical wave that propagates through a medium. It is characterized by its frequency, amplitude, and duration. The human ear can hear sounds with frequencies between 20 Hz and 20,000 Hz. The amplitude of sound is measured in decibels (dB). The duration of sound is measured in seconds.

B. Measurement

Sound is measured using a sound level meter. The meter measures the sound pressure level (SPL) in dB. The SPL is the logarithm of the sound pressure squared divided by the reference sound pressure squared.

C. Environmental Noise Assessment

Environmental noise assessment is the process of identifying, measuring, and evaluating noise sources and their effects on the environment. It is a key component of the noise impact assessment process. The assessment process involves identifying noise sources, measuring noise levels, and evaluating the effects of noise on humans and the environment.

D. Noise Control Measures

Noise control measures are actions taken to reduce noise levels. They can be applied at the source, along the path of sound, or at the receiver. Source control measures include using quieter equipment, maintaining equipment, and using noise barriers. Path control measures include using sound absorbers and reflectors. Receiver control measures include using earplugs and earmuffs. Noise control measures are essential for reducing noise levels and protecting human health and the environment.

Appendix C

BACKGROUND INFORMATION ON ENVIRONMENTAL ACOUSTICS

The following discussion provides background information on environmental acoustics and terminology used to describe and evaluate noise. Important physical characteristics of environmental noise include frequency, amplitude, and time-varying character.

A-Weighted Decibels

Most sounds consist of a broad range of sound frequencies. Because the human ear is not equally sensitive to all frequencies, several frequency-weighting schemes have been used to develop composite decibel scales that approximate the way the human ear responds to sound levels. The "A-weighted" decibel scale (dBA) is the most widely used for this purpose.

Ambient Sound

Ambient sound is the all-encompassing sound associated with a given community site, usually being a composite of sounds from many sources, near and far, with no particular sound being dominant.

Anomalous Excess Attenuation

Large-scale effects of wind speed, wind direction, and thermal gradients in the air can cause large differences in sound transmission over large distances. These effects when combined result in anomalous excess attenuation, which can be applied to long-term sound-level estimates. Additional sound attenuation on the order of about 1 to 2 per 1,000 feet can occur.

Attenuation from Barriers

Any solid structure such as a berm, wall, or building that blocks the line of sight between a source and receiver serves as a sound barrier and will result in additional sound attenuation. The amount of additional attenuation is a function of the difference between the length of the sound path over the barrier and the length of the direct line of sight path. Thus, the sound attenuation of a barrier between a source and a receiver that are very far apart will be much less than the attenuation that would result if either the source or the receiver is very close to the barrier.

Community Noise Equivalent Level

The community noise equivalent level (CNEL) is also used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values for the evening period (7:00 p.m. - 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. - 7:00 a.m.) are increased by 10 dB. For given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Leq value. In practice, CNEL and Leq are often used interchangeably. Noise from aircraft operations in California is commonly expressed in terms of CNEL.

Day-Night Average Sound Level

Average sound exposure over a 24-hour period is often presented as a day-night average sound level (DNL). DNL values are calculated from hourly DNL values, with the Leq values for the nighttime period (10:00 p.m. - 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Decibel

The increment of measure for noise. The nature of the decibel scale is such that the individual sound levels for different sound sources cannot be added directly to give the combined sound level of these sources. Two sound sources producing equal sound levels at a given location will produce a composite sound level that is 3 dB greater than either sound. When two sound sources differ by 10 dB, the composite sound level will be only 0.4 dB greater than the louder source alone.

Most people have difficulty distinguishing the louder of two sound sources if they differ by less than 1.5-2.0 dB. Research into the human perception of changes in sound level indicates the following:

- a 3-dB change is just perceptible,
- a 3-dB change is clearly perceptible, and
- a 10-dB change is perceived as being twice or half as loud.

A doubling or halving of acoustic energy will change the resulting sound level by 3 dB, which corresponds to a change that is just perceptible. In practice, this means that a doubling of traffic volume on a roadway, doubling the number of people in a stadium, or doubling the number of wind turbines in a wind farm will, as a general rule, only result in a 3 dB, or just perceptible, increase in noise

Distance Attenuation

As a general rule, sound from localized or point sound sources spreads out as it travels away from the source and the sound level drops at a rate of 6 dB per doubling of distance. If the sound source is long in one dimension, such as traffic on a highway or a long train, the sound source is considered to be a line source. As a general rule, the sound level from a line source will drop off at a rate of 3 dB per doubling of distance. If the intervening ground between the line source and the receptor is acoustically "soft" (e.g., ground vegetation, scattered trees, clumps of bushes), an attenuation rate of 4.5 dB per doubling of distance is generally used.

Equivalent Sound Level

Time-varying sound levels are often described in terms of an equivalent constant decibel level. Equivalent sound levels (L_{eq}) are used to develop single-value descriptions of average sound exposure over various periods of time. Such average sound exposure values often include additional weighting factors for annoyance potential attributable to time of day or other considerations. The L_{eq} data used for these average sound exposure descriptors are generally based on A-weighted sound-level measurements.

Frequency

The frequency, or pitch, of sound refers to the number of complete pressure fluctuations, or cycles, that occur in a one second period. Cycles per second are commonly referred to as Hertz (Hz). Human hearing is in the range of 20 Hz to 20,000 Hz.

Molecular Absorption

Air absorbs sound energy as a function of the temperature, humidity of the air, and frequency of the sound. Additional sound attenuation on the order of 1 to 2 dB per 1,000 feet can occur.

Noise Contour Map

A noise contour map is a map depicting lines of equal sound levels and is analogous to topographical map which shows lines of equal elevation.

Noise

Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure that is received by the ear and perceived by the brain as sound. Noise is defined as unwanted or undesired sound. Frequency (pitch) and sound level (loudness) are the primary parameters used to describe sound.

The time varying character of sound is addressed by using the various averaging methodologies described below

Other Atmospheric Effects

Short-term atmospheric effects relating to wind and temperature gradients can cause bending of sound waves and can influence changes in sound levels at large distances. These effects can either increase or decrease sound levels depending on the orientation of the source and receptor and the nature of the wind and temperature gradient. Because these effects are normally short-term, it is generally not practical to include them in sound propagation calculations. Understanding these effects, however, can help explain variations that occur between calculated and measured sound levels.

Outdoor Sound Propagation

There are a number of factors that affect how sound propagates outdoors. These factors, described by Miller (1982), are summarized below.

Sound Level

Sound level meters measure the pressure fluctuations caused by sound waves. Because of the ability of the human ear to respond to a wide dynamic range of sound pressure fluctuations, loudness is measured in terms of decibels (dB) on a logarithmic scale. This results in a scale that measures pressure fluctuations in a convenient notation and corresponds to our auditory perception of increasing loudness.

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